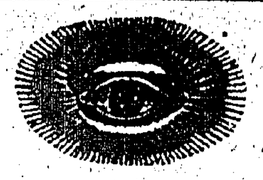

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SHANGHAI TENSION GROWS.

BRITISH TROOPS NOW IN THE LINE.

CLASHES BETWEEN CHINESE FORCES.

OTHER TROOPS LANDED.

Owing to the arrival of increasingly large numbers of Chinese troops from the North and many stragglers from Marshal Sun's defeated army the situation in Shanghai is becomingly increasingly tense.

British troops yesterday occupied the defence line outside the International Settlement boundaries, and it is expected that American and Japanese quotas will also soon be in the line. Italian troops are occupying their particular sector.

There have been some clashes between the Shantung troops and Marshal Sun's forces on the Settlement border, but these have not, so far, been serious.

The boycott at Ichang has been tightened, but Chinese soldiers are posted outside foreign premises as guards, whilst at Changsha posters in English, addressed to British sailors, have appeared in the streets.

London, Feb. 25.

A situation of considerable tensity continues at Shanghai.

Advanced Cantonese Nationalist forces are reported to be in contact with Marshal Sun's troops who are digging themselves in near Sungkiang. The arrival of disorganised and unofficered stragglers from Sun's army on the one hand, and of Shantung reinforcements on the other, adds to the deliciency of affairs in the city. The Authorities in the International Settlement have taken precautionary measures, including the mobilisation of the Shanghai Volunteers and the posting of troops at points along the cordon.

The French Concession, which adjoins the Chinese City, is strongly guarded and Italian and Japanese naval vessels have landed contingents in the International Settlement.—*British Wireless.*

"IN THE LINE."

British Troops Outside Settlement.

Shanghai, Feb. 25.

British troops are to-day "in the line"—that is, they are occupying a defence line outside the International Settlement boundaries, the maintenance of which is regarded as indispensable for the defence of the city.

This action has been taken on the request of the Municipal Council, made in view of the situation which is being created by the arrivals of increasingly large numbers of Chinese troops from the North.

The defences in both Foreign Settlements, on their actual boundaries, are being further strengthened by additional barbed wire, etc.

Other Forces Soon.

It is expected that the American and Japanese quotas for defence will be in the line soon, with the Italians occupying their particular sector.

The Shantung troops, who have a bad reputation for behaviour, are more truculent than Marshal Sun Chuan-fang's. There have already been little clashes between the two on the Settlement border. So far, these have not been serious, but they foreshadow unpleasant possibilities.

Chang Kai-shek Denounced.

About 4,000 foreign nationals reside in the area occupied by British troops outside the Settlement proper. Heavy rain has been falling all day long, and most of the country is a quagmire.

The general situation is comparatively quiet.

In the course of a proclamation, General Chang Tsung-chang blames Communism for China's chaos, and says he proposes its extermination. He refers to General Chang Kai-shek as a merciless robber and a brutal beast.—*Reuter.*

NAVAL REPORTS.

The Ichang Boycott.

Ichang, Feb. 25.

The boycott has tightened, but soldiers have been posted outside foreign premises as guards, and the situation seems to be on the road to improvement.—*Naval Wireless.*

Changsha Agitation.

Changsha, Feb. 25.

A few more foreigners have been exacuated to Hankow.

There are signs of troop activity down river.

Posters in English addressed to English sailors have made their appearance in the streets.—*Naval Wireless.*

The Shantung Troops.

Nanking, Feb. 25.

Shantung troops are still arriving and proceeding down river, one company of White Russians being included. Anti-Bolshevik posters have been placed in the city.—*Naval Wireless.*

Chinkiang, Feb. 25.

Shantung troops are still arriving, and there are sign of increasing activity amongst the Chinese warships. The situation is quiet.—*Naval Wireless.*

STRIKE AT NANKING.

Depreciated Military Notes.

Shanghai, Feb. 25.

Shopkeepers are striking in Nanking as a result of the Shantung troops' refusal to pay for purchases or paying with "military notes," which are only worth seventy per cent. of their face value.—*Reuter.*

GEN. CHANG KAI-SHEK.

Recovers From Dysentery.

Shanghai, Feb. 25.

General Chang Kai-shek has recovered from his attack of dysentery.—*Reuter.*

[A message of the 3rd inst. stated that General Chang Kai-shek was taken to Kuling hospital suffering from dysentery.]

FRENCH PROTEST.

Claims for Damage Reserved.

Peking, Feb. 25.

The French Legation has strongly protested to the Foreign Ministry with regard to the bombardment of the French Concessions, making all reservations to claim for any damage inflicted thereby.—*Reuter.*

HANKOW TIRADES.

FEATURES OF RECENT MEETING.

"RED FLAG" SUNG.

About eighty thousand persons, representing 365 union and other public bodies, attended the mass meeting held recently at Liukiamiao, Hankow, to commemorate the execution by the Northern officials of various labour agitators at this centre, says the *Central China Post.*

The crowd was composed of students, soldiers, labourers, policemen, coolies, cotton pickets, etc., with but few of the merchant class present.

Feast for Dead.

The field in which the meeting was held was about three-quarters of a mile square between the railway and the river and on the main platform, of which there were five in all, were hung photographs of Sun Yat-sen, Karl Marx and Lenin together with those whose deaths provided the reason for holding the demonstration. This platform was profusely decorated with wreaths and at either side of the photographs was a large red candle and on tables near-by was set a feast for the dead.

Before speeches commenced the Master of Ceremonies called on the assembly to give three bows to the photographs and this having been done a funeral dirge was rendered by the band of the 8th Army. The Master of Ceremonies then called on those present to repeat after him numerous slogans.

Attracting an Audience.

For the purpose of attracting hearers to the various platforms, girls and others were enlisted to sing the "Red Flag" and once a sufficiency of hearers had gathered round the speeches commenced. These were of the usual order and consisted for the most part of anti-British, Chang Tso-lin and Imperialist trades. On the main platform a little play acting was indulged in. Three persons taking part in the play were got up to represent (1) Chang Tso-lin, (2) a labourer and (3) a union leader, and the play opened with the labour bemoaning his fate and oppression at the hands of the militarists and imperialists. Whilst he is crying to heaven for relief from oppression the union leader appears on the scene and invites the labourer to help in the fight for the country's freedom from oppression and whilst they are discussing how this is to be done Chang Tso-lin appears. After cursing them freely Chang orders them to get back to work and acknowledge him as their overlord; this the union leader refuses to do and a scuffle ensues with the result that Chang Tso-lin is arrested and bound—then, addressing the crowd, the union leader exclaims "Now we are free from oppression by the militarists and the country is ours to do as we like with," but Chang Tso-lin intervenes, saying, "You may have captured me but at my back are the British." The union leader then invites the crowd to assist him in the fight against the British imperialist!

Rogues Benefit.

The day was a red letter day for the hawkers, for although the pickets present were fed at the public expense at mid-day the others attending the meeting were left to the tender mercies of the hawkers. These advanced their usual prices by about 100 per cent. Other people who benefitted materially by the meeting were snatch thieves. In the carriage by which our representative travelled to the scene a woman of the cotton picker class lost her silver hair ornaments and a man had his hat taken by some member of this fraternity.

TO-DAY.

Dollar on demand	2/-5/16
Lighting-up	6.25 p.m.

PIRATES INTERCEPT JUNK.

THIRTY MEN BOARD VESSEL.

DISAPPPOINTING HAUL.

On her return to Hongkong from Kweichow, in the Suntak district, where she had disposed of a cargo of salt, a trading junk was intercepted by thirty pirates who boarded the boat in Chinese waters.

The pirates lined the crew on deck, and made a systematic search for money which they doubtless expected to find on board. However, only $70, representing half of the proceeds of the sale of the salt, was found by the pirates, the other half being carefully hidden away and escaping the attention of the robbers.

On arrival in Hongkong yesterday, the master of the junk reported the case to the Water Police.

DESTITUTE AMERICAN.

SENT TO HOUSE OF DETENTION.

An American named C. H. Stanley was charged before Major C. Willson, at the Central Police Court this morning, with being a destitute, and was sent to the House of Detention.

The defendant deserted from his ship in Japan, and travelled to Shanghai as a passenger on another boat. On arriving there, he was sent to Hongkong by the Consul, who had promised to try and obtain another job for him. In the meantime he had no means of support, and consequently gave himself up to the police.

"ELKTON" SAFE.

PICKED UP BY DESTROYER.

According to information received by the local agents of the American Pioneer Line, the freighter Elkton, which was last week reported in distress 1,000 miles east of Manila, has been picked up by one of the American destroyers sent out to make a search for her.

The news was received from the master of the s.s. Dewey, but no further details are, at present, to hand.

EAST ASIATIC COMPANY.

THE PROFITS FOR LAST YEAR.

London, Feb. 25.

A Copenhagen message says that the report of the East Asiatic Company shows a working surplus of 14,626,000 Kroner, as compared with 17,945,000 last year. A dividend of 10 per cent. is proposed as compared with 14 per cent. last year.—*Reuter.*

CHINA AND LEAGUE.

PEKING TO REPLY TO BRITAIN.

Geneva, Feb. 25.

Mr. Chao Hsin-chu, on behalf of the Chinese Ministry at Peking, has notified the League Secretariat that China reserves the right to reply to the British Memorandum to the League.—*Reuter.*

SHANGHAI DIVIDENDS.

TWO DECLARATIONS.

Messrs. Benjamin and Potts have received the following advices from their Shanghai Office:—

Shanghai Lands final dividend of Tls. 5 per share, making Tls. 8 per share for the year.

Shanghai Gas final dividend of Tls. 2 per share, making Tls. 4 per share for the year.

THE RACES.

PROSPECTS FOR THE MEETING.

FIRST DAY'S TIPS.

Writing on the prospects of the Race Meeting, "Wireless" says:

There was a good attendance of owners and racing fans at the Happy Valley this morning to witness the final gallops for the annual Race Meeting which will be run off on Monday, Tuesday and Wednesday. Practically all the ponies were sent over short distances from two to six furlongs and some good times were done by ponies of Mr. Dunbar and Mr. Dynasty.

The Derby.

The main event is centred in the Hongkong Derby and then comes the Champion Stakes. As to the former, I do not expect to see a big field and there will certainly be not more than five starters. My fancy is Chesapeake Bay, of Mr. Dunbar's string, but King of Clubs is not to be overlooked.

The Hongkong Champion (Saligia) is in very good condition, but I am afraid the Tientsin crack, Bengal, is too good and should win the Champions without any trouble.

Best of Subs.

In the Subscription griffins, Kom Tong Hall is the best of the whole bunch and others for places are Pottenbush, Tangle, Loch Tummel, Skidoo Bagheera, Bing Boy and The George & Vulture.

Total Abstinence should win the Garrison Cup with ease and Brigade Call will start hot favourite for the Chater Cup.

The first race on each day will be run at noon and the first saddling bell will be rung at 11.30 a.m. My selections are as follow:

Wong-Nei-Chong Stakes.

1.—Rechabite,
2.—Semaphore.
3.—District Call.

Maiden Stakes.

1.—Chesapeake Bay.
2.—Canadian.
3.—Southampton.

Victoria Stakes.

1.—Bengal.
2.—King of the Plains.
3.—Lady Love.

Valley Stakes.

1.—Kom Tong Hall.
2.—Pottenbush.
3.—Tangle.

Foochow Cup.

1.—Grey Knight.
2.—Sunburst Rose.
3.—Bill Brewer.

Trial Plate.

1.—King of Clubs.
2.—Elliot Bay.
3.—Misty Eve.

Garrison Cup.

1.—Total Abstinence.
2.—Dobbin.
3.—Bing Boy.

Chater Cup.

1.—Brigade Call.
2.—The Goblin.
3.—Ukelele.

Jockey Club Stakes.

1.—Saliga.
2.—Grey Morn.
3.—Attaboy.

Racing Stakes.

1.—San Francisco Bay.
2.—Democrates.
3.—King of Hearts.

STRANGE MISHAP.

TRUCK KNOCKED INTO HARBOUR.

While rice was being unloaded from a junk and being transferred on to a truck on the western Praya yesterday, a collision occurred between the truck and a tramcar, the impact pitching the vehicle over the sea wall.

The truck dropped on to the junk and caused damage to the extent of $100. Fortunately, no one was injured.

Bulls and Inners

From the Office Butts.

The O. B. I. (*avec Dickey Oiseau*) is conferred upon that member of the Reserve Company, who, at the G. O. C.'s Inspection, did; with conspicuous disregard for the Sergt Major's cardiac condition, appear on parade with a string attachment to his puttees and his sleeves rolled up.

According to Wednesday's *Daily Press* recently arrived troops at Shanghai went into billets near the "Moutrie opiano factory." They ought to have a Grand time.

A stray bat from the belfry:—Why doesn't someone invent a little trolley to support the abdominal sag of the Kowloon City pig?

A series of earth tremors has caused alarm in the North-East of Scotland. The rumour that the whole thing was started by a native who dropped a saxpence down a rabbit hole and tried to follow it, is officially denied as a malicious falsehood. It was half-a-crown.

A Home writer says that, for a Chinese, Mr. Eugene Chen is remarkably silent. So would you be if you couldn't speak the language.

We suggest that the Waifs' Club throws open its membership list to local brokers.

There is no truth in the rumour that M. Rykoff, the President of the Soviet Council, is to change his name by deed poll to "Rake-off."

Scottish Company Officer—"Don't you know you're not supposed to talk while at attention?"
Private—"No."
Officer—"No, what?"
Private—"No talking."

A stout lady entered a local store the other day and said she would like to see a jumper her size.

The correspondent who suggested that a Taipans' Company be formed in the Volunteers, must have been thinking that they would at least be able to "stand easy".....drinks!

If Tom Mann's Canton investigations result in his recommending that city's taxation system to British workers, they'll probably show their appreciation by presenting him with a return ticket to the City of Rams, providing he undertakes to stop there.

The Hongkong Radio Society will include among its next broadcasting features, a lecture on how to make a home-made fiddle, with illustrations.

According to the *Daily Press*, Mr. Braga referred to a "typhoon patient." This does not necessarily refer to flatulence.

"Our aims are not for the sake of a few" ramped a Communist windbag the other day. From what we hear, they're for the sake of a feud.

It looks as if Britain is willing to make concessions on concessions in China.

It now appears that the military will only occupy two holes of the Fanling relief course. So the first reports weren't hole-y correct.

The *Canton Gazette* has apparently overlooked a notable opportunity by failing to state that British gunboats fired those shells into Shanghai on Tuesday.

We have it on good authority that televisory machines will not be attached to local telephones. This news gives us heart, for we doubt if the face of the wrong number, would at any time be worth the money.

Hongkong horticulturists will appreciate the following birthday comment from a home paper:—"The ex-Premier, who is engaged in planting a new orchid, spent the morning in his study." Very nice indeed, but it might have been put more kindly.

We understand that the notice now displayed on the Peak Tram cars mean that if a passenger is travelling up on a car which is going down, he will have to pay full rates unless he comes to the end of his journey before he actually starts.

Tom Mann's Canton oratory reminds us that few Communists fail to make the distinction between free speech and cheap talk.

It begins to look as if parking spaces in Hongkong will soon be as big a curiosity as motor cars were twenty-five years ago.

The *Daily Press*, describing Tuesday's impressive and stirring ceremony, states "that the roll of the march past was from the North." Local Scotsmen are most annoyed.

A local contemporary describes "the robbery of an accountant." We don't wish anyone any harm but we wouldn't shed any tears if some well-intentioned person stole a few more shroffs.

"Dying Man Plays Ukelele," says newspaper heading. So we're never safe, it seems.

Charlie Chaplin's father-in-law has married again, showing that parents don't profit from the experience of their children.

Auntie Caustic has nominated McWhirter to guard the Hongkong & Shanghai Bank in the event of it being definitely decided that the Volunteers should defend the Island.

The Scottish Company were very smart when marching past on Tuesday. That's nothing: you should have seen the rush for the canteen after the "dismiss."

With an eye on the Far East, French soldiery are practising a new version of the "Marseillaise," which includes "Mah-Jongg, mah-jongg."

According to notes on last week's local broadcasting one criticism was that "in the quartette singing the solo seemed to predominate." We like it best when it is so low that we can't hear it.

Next week local radio fans should be able to hear a Confucian concert. Our educated compositor would have it "Confusion" but we trust it won't be quite so bad as that.

We hear that some of the Civil Service Club members are rather annoyed that the burglar didn't include a few chit-books in his booty.

Auntie Caustic, after reading the General's Volunteer speech, says that no man can be on either side of any question without being in bad company.

McWhirter, asked his opinion concerning the presence of aliens in the Scottish Company, says that they are very welcome. He is further of the opinion that there is no danger of them losing their national status.

"For sufficient and satisfying reasons," states a contemporary, "The Fool" has been banned by the local film censor, and "The Making of O'Malley" will be substituted. The censor evidently considers the public have had quite enough of the other fellow.

Scientifically registered, Niagara's roar measures 70 units. This is the sort of thing that makes our sergeant major grow purple with envy.

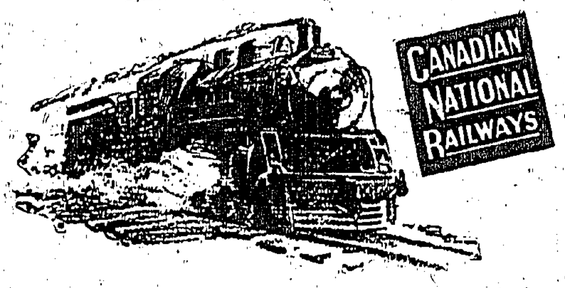
Sporting Note:—Please remember that one of the numbers of your tram ticket and/or ferry ticket and/or year of your birth is liable to win a big sweep-stake next week.

Cheer up, Kowloon. There's an eight-family flat in Jersey City with eight radio sets, eight pianos and eight gramophones.

SEE CANADA

VIA

THE NEW ROUTE



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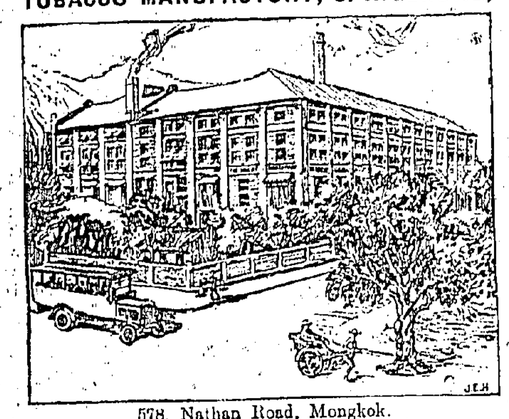

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MOTOR LECTURE.

MR. C. D. LAMBERT ON CAR TROUBLES.

A very interesting lecture was given at the Engineers' Institute last evening by Mr. C. D. Lambert on "Automobile troubles and how to avoid them." Mr. L. J. Blackburn (Vice-President) presided over a good attendance and at the close of the paper a number of questions asked and answered.

Mr. Lambert began his address by recounting some of his own and other drivers' experiences with car faults, and proceeded to give valuable advice on the care of batteries and a car's electrical equipment. He continued:

The Dynamo Fuse.

It is by no means an infrequent occurrence for a driver to be held up on the road by sudden failure of the electric lighting system, thanks to a "blown" fuse. Assuming that the spare fuse wire is carried, it is a simple matter to fit a new fuse; but it must be borne in mind that a fuse does not blow without good reason; it is not sheer perversity which underlies such a happening.

Nevertheless, some drivers seem to imagine that there is no accounting for blown fuses; they go on time after time replacing the destroyed lengths of wire, hoping for the best. In point of fact, however, there is as a rule one very simple cause for such occurrences, and one which is very easily removed.

It is nearly always due to a faulty connexion in the circuit, and more often than not that the point is one or other of the battery terminals to which the main cables are secured.

Tightness of Terminals.

A corroded or loose terminal gives rise to a high resistance in the dynamo circuit and when this resistance rises above a certain maximum, determined by the capacity of the fuse wire, the latter will "blow." It may not give out for several months, unless on some occasion the engine is run at a high speed entailing a heavier current than usual passing through to the batteries. But even a momentary acceleration of the engine above normal may have that effect, while, if the resistance of the terminal be extremely high, as in the case of a completely detached cable, the fuse will "blow" almost immediately the dynamo begins to change.

By all this it will be realised that when the weekly inspection of the acid level of the batteries is made, the condition and tightness of the terminals should be noted also. To prevent the corrosion which is one cause of high resistance and blown fuses, the terminals should be kept completely coated with vaseline, which protects them from the fumes continuously arising through the vent holes of the cells: the presence of such fumes in the battery box and the tendency of the acid to "creep" are the causes of corroded terminals.

Not long ago a vehicle fitted with an electric engine starter had three teeth stripped from the starter gear on the flywheel rim, and most of the others were more than half worn away. There was nothing to be done except to fit a new gear ring, but the cost could have been easily avoided.

There was nothing wrong with the starter gear or the action of the pinion on the motor shaft. The rapid wear of the teeth and the breakages were entirely due to the fact that the driver had on many occasions made use of the starting switch too soon after he had noticed that the engine showed signs of stopping, usually when it had been running a few seconds after being started from cold.

When the starter switch is used whilst the flywheel is still on the move, the teeth of the pinion attempt to engage with those on the flywheel rim whilst the two sets are moving at vastly different speeds. Thus we have a condition that can be compared to that obtaining when a driver "crashes" his gears when changing gear.

Started Switches.

A starter switch should never be operated unless the flywheel is stationary. Engagement of the teeth is then made without harm, for at the moment when they come into contact the motor pinion is only just moving and has very little power passing through it.

My previous reference to stripped gears calls to mind several occasions upon which I have had to fit new bevel pinions or crown wheels to various makes of vehicles that have certainly not a reputation for suffering from deficiencies in bevel gear sizes and dimensions.

These expenses have been accounted for either by clutch fierceness or by misuse of the clutch. Even when the smoothest of clutches is engaged as carefully as possible, heavy stresses are imposed upon gear teeth in moving a heavy vehicle and its load; but when a clutch is fierce or is violently engaged, such stresses may be increased tenfold.

Lots of drivers of Fords and one tonners are positively brutal in their use of the clutch when changing from low to high gear.

Engaging the Clutch.

Quite possibly the fact that there is a big "step up" in the gear ratio may encourage them to engage the clutch suddenly after the engine has been accelerated considerably on the low gear; but whatever the excuse, the violent forward jerk thus given to the whole vehicle is just as bad for the transmition gears in this type of vehicle as for other transport units when the clutch "catches hold" suddenly and violently.

In brief, it is simply asking for trouble to neglect a fierce clutch or to engage any type of clutch with a bang. I have had to renew gear box pinions stripped for different reasons. In several cases the underlying cause lay in failure to give proper attention to the lubrication of the clutch spigot bearing.

Stiff working at this point prevented the rapid variations in speed between flywheel and clutch shaft, which are necessary in changing gear quietly and without damage. In two cases I can recall, the second-speed gears were stripped owing to the innumerable "crash changes" from first to second, but these need not have occurred if the clutch bearing had been properly lubricated and working freely.

Admittedly the change from first to second speed, or vice versa, is generally the one which gives drivers the most trouble and causes more noise than any other; but, although things in this direction may be normally bad, there is no reason why they should be worse than necessary, and most assuredly that state is encouraged when lubrication of the clutch spigot is neglected or inefficient.

Another cause of stripped gears in change-speed boxes is an improperly adjusted clutch stop or clutch brake. When changing from low speed to a high one the R.P.M. of the clutch shaft must be reduced, and, if the clutch is a heavy one, a stop or brake should be fitted and so adjusted that it tends to press upon and slow down the clutch and its shaft when the clutch pedal is depressed. Moreover, it should have that effect before the pedal is completely depressed, so that there may be a margin for wear, and render very frequent adjustments unnecessary.

Loss of Power in the Engine.

A few days ago a car was brought to me, the complaint being that the engine had lost its power.

This car had been overhauled and yet the engine would not pull.

The valve setting and ignition timing were checked over and found absolutely correct. Carburetter jets were cleaned out, and yet the engine would not pull. Something seemed to hold it back. As a last resort the exhaust pipe joint was broken, the engine started up and she went away with a roar.

The exhaust pipe with the silencer was stripped down and it was found that the exhaust pipe, which protruded into the exhaust box for about nine inches and had numerous ¼" holes drilled in it, was absolutely blocked up. One could not get a pin through some of the holes, all being blocked with very hard carbon. These were rimed out with a file tongue to their proper size and the pipe and exhaust box refitted, and the engine pulled perfectly.

No end of time and money had been spent on this car, whereas a periodical inspection of the silencer would have saved all this.

Another very great fault, more especially with the native driver, which causes the owner a lot of needless expense in bills for petrol, is running with too rich a mixture. The native driver just loves to open out the jets with a needle or other instrument, and he invariably does this when he has had a stoppage due to a choked jet. He takes the jets out and pokes about with wire and needles and consequently the jets are enlarged and too rich a mixture is caused.

CORRESPONDENCE.

THE FLOWER SHOW.

[To the Editor of the *Hongkong Telegraph*.]

Sir,—On the eve of the closing of the entries may I, through the courtesy of your columns, appeal to all residents who have gardens to give every assistance possible in making the coming Flower Show to be held on the 10th March, a success?

The recent rain and fog has blasted the hopes of many, particularly residents on the Peak, including myself, but I am still sufficiently optimistic to hope that the Clerk of the Weather will yet be merciful and give us at least one week of decent weather in which to retrieve what at the moment appears to be a hopeless task.

A point to be borne in mind is that there is no obligation, monetary or otherwise, attaching to intending exhibitors and although it means more work for myself, it is far better that intending exhibitors should enter everything that has the slightest chance of being up to standard on the day of the Flower Show than not to enter at all, as it was amply demonstrated last year that a few days of really good weather can work wonders in a garden.

Entries close at 1 p.m. on Monday and I trust that all those who can spare the time will devote this week end to shroffing up their gardens and making out their entries on the lines I have indicated above.

—Yours, etc.,

E.B.C. HORNELL.

WAR MEMORIAL HOSPITAL.

Sir,—I should like to endorse "Square Deal's" remarks anent the proposed War Memorial Hospital.

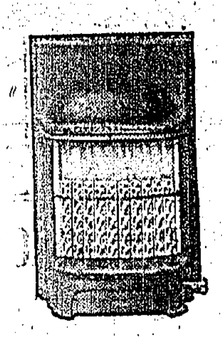
There is undoubtedly no legitimate reason why this scheme should not be made a local competition, instead of being given to any one architect or firm of architects in particular. Hongkong architects, I am sure, would be only too willing to compete; it would at least ensure a certain amount of work in their offices, which for a considerable time past has been conspicuous by its absence; and would prove beneficial to the profession generally.

All designs can be forwarded to Government and sent to the R. I. B. A., London, for assessment. This eliminates the possibility of prejudice or partiality, if an assessor were appointed locally.

I sincerely trust that Government will see their way to adopt "Square Deal's" suggestion.—Yours, etc.,

"TEE SQUARE."

WHERE COMFORT COUNTS.



In Drawing-room or Nursery
In the Study or Office
Eliminate dirt, smoke and danger of fire

USE GAS FIRES

Ask at the Showrooms for details and designs.

16, Des Voeux Road, and West Point

Hongkong & China Gas Co., Ltd.

A.P.B. 11

FOR RELIABLE QUALITY AND SURE SATISFACTION COME TO US

We specialize in embroidery, silk shawls, cushions, genuine lacquerwares, ivoryware, bric-a-bracs, handbags and vanity cases, perfumery, lampshades, parasols, unique imitation jewelry, silk articles of all kinds. Swatow drawn work and also stencilled and batik work made to order.

Your inspection is cordially invited.

PANDORA

39a Queen's Road Central

TELEPHONE 2559.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated cement—asbestos ROOFING

The Inspecting Engineer to the Crown Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT" and a copy of his report, together with full particulars of "ITALIT" will be forwarded post free on request.

"ITALIT" provides the maximum in durability and safety at a minimum cost.

Delivered or fixed in any quantity anywhere.

Just ask for a copy of the "ITALIT" Booklet.

STOCK CARRIED BY—

SHEWAN TOMES & CO.

HONGKONG & CANTON. SOLE AGENTS.

Gets you well

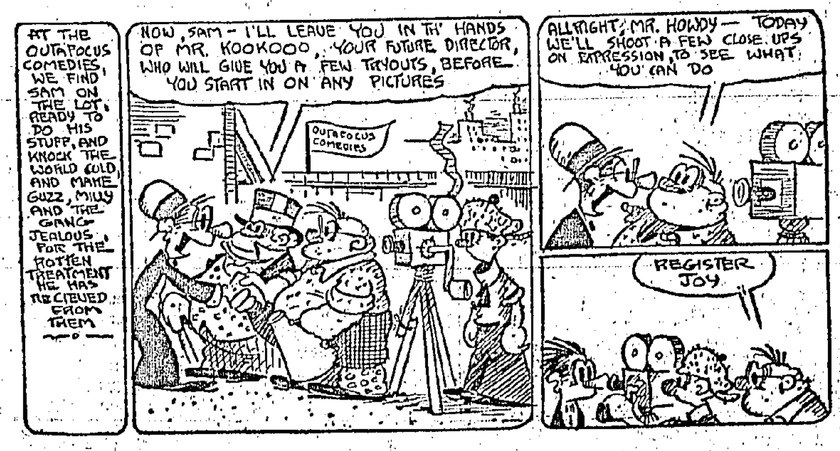
and keeps you well that is the object of SCOTT'S Emulsion which heals, nourishes and strengthens. Your doctor knows it. Ask for

SCOTT'S Emulsion

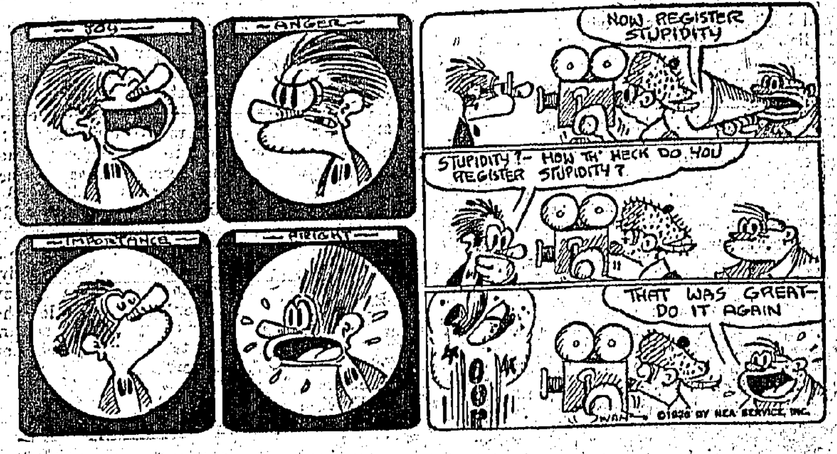
The protector of life

SALESMAN SAM

By Swan

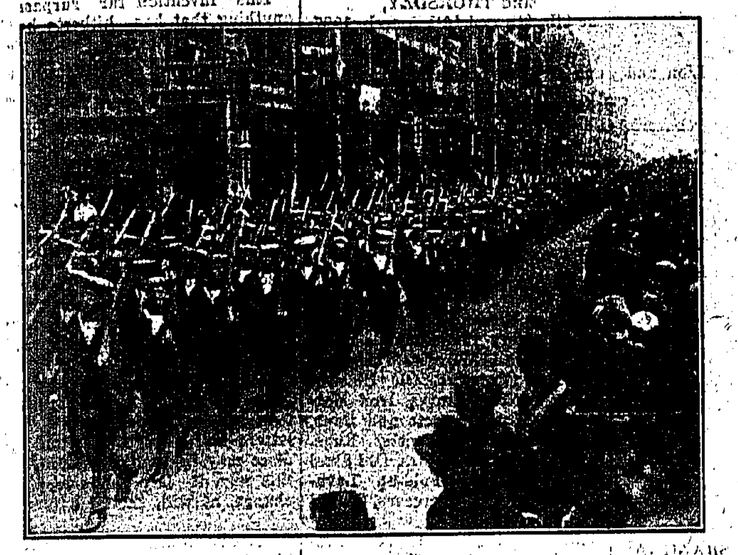


Sam's Expressive Face



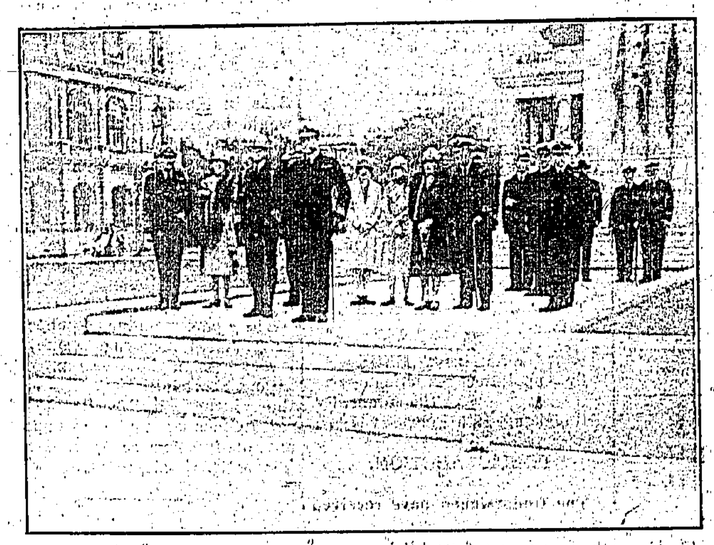
THIS WEEK'S NAVAL AND VOLUNTEER PARADES.

(All Photos by Ming Yuen: Photo Engravings by "S. C. M. Post.")

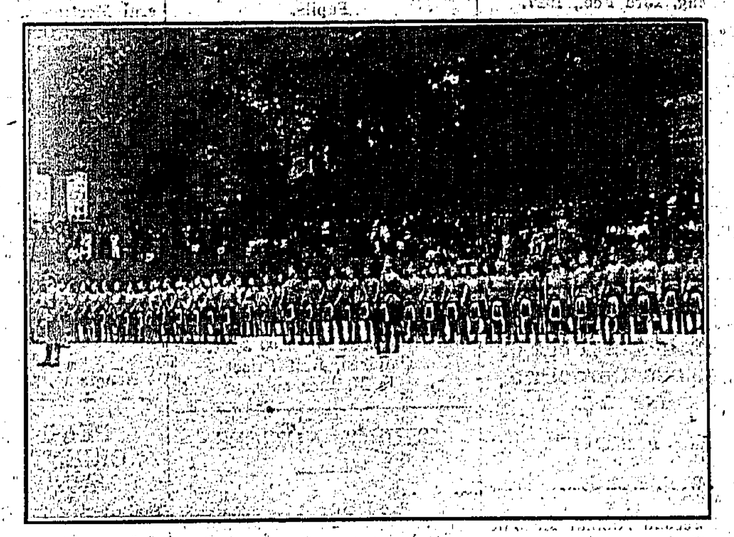


Photographs taken on the Praya during Monday's route march by naval contingents from warships in harbour. On the right will be seen the Royal Marines' Band, at the head of the procession.

Some of the bluejackets, in steel helmets, and also a Maxim gun section, which took part in Monday's naval route-march.



Rear-Admiral W. D. H. Boyle taking the salute at the Cenotaph at the conclusion of Monday's route march. Among others to be seen with him is Lady Clementi.

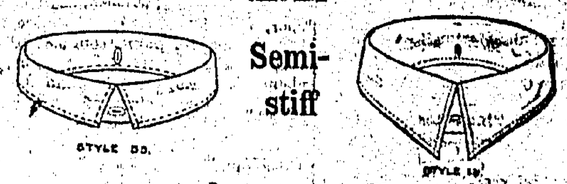


The Scottish Company of the Volunteer Corps on parade at Tuesday's annual inspection.

The Artillery Company of the Defence Corps with their new 6-inch howitzer, on parade on Tuesday.

H. E. Major-General C. C. Luard inspecting the Engineer Company of the Defence Corps at Tuesday's annual parade.

VAN HEUSEN
TRADE MARK



Semi-stiff

one piece Collar

The VAN HEUSEN is the only Collar in the world with the *natural* curve of the neck *woven* into the material

Stocked in various shapes in quarter sizes by

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS.

Alexandra Building Des Voeux Road.

DON'T NEGLECT THAT COLD!

Try a bottle of our special—

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

14, Queen's Road, Central. Tel. C. 1788.

QUINCIN

The RAPID Cure for "COLD IN THE HEAD"

INFLUENZA, CATARRH Etc.,

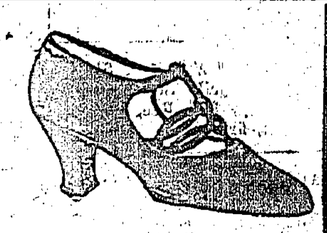
Sudden changes in the weather render us extremely liable to the contraction of Colds through chills, but the prompt action of QUINCIN very effectively breaks up the incipient cold and thus wards off more serious complaints. Keep a bottle handy for an occasional dose helps you to resist the germs of COLDS, CATARRH INFLUENZA, HAY FEVER, and other infectious diseases.

THE PHARMACY (Fletcher & Co., Ltd.)

Asiatic Buildings 22, Queen's Road Central. Telephone 345.

ROYAL & CO.

The Leading Shoemakers
Established 15 Years.
All styles made to order.
Dancing Shoes a Speciality.
Try our cleaning cream.
Suitable for all coloured leathers.



No. 1, D'Aguilar Street, Telephone C. 3237

PICTORIAL VIEWS OF HONGKONG.

Postcards and View albums.
Postcards 10 cents each.
„ 40 „ for 6
„ 75 „ „ 12
Albums containing 40 views with description $3.00 each.

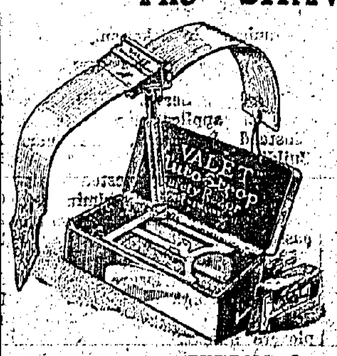
MEE CHEUNG.

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

WHITEAWAYS

OUR NEW "VALET" RAZOR

The "SHAVEEZI"



This set is specially made for and obtainable only from Whiteaway, Laidlaw, & Co., Limited, at any of its many Branches. Complete in leatherette case with strop & 3 blades.

NOTE THE PRICE

$1.25 each.

OTHER PATTERNS from $3.50 to $9.50

VALET BLADES $1.00 for 5, $2.00 for 10.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

The Hongkong Telegraph.

1-3 Wyndham Street, Hongkong.

Every afternoon except Sunday.

Annual Subscription H.K. $36.00
Outports..... „ 48.20
Foreign Countries..... „ 50.40

For advertising rates apply to the Manager.

Cable: Address.
"TELEGRAPH" HONGKONG.
CODES:—A. B. C. 5th Edition
Bentley, Western Union.
TELEPHONE C. No. 1.

Prepaid Advertisements

25 WORDS FOR $1.00
($1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 118, 139, 161, 168, 174, 183, 184,

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from $95, $110, $130 monthly. Large, commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

PREMISES TO LET.

TO LET.—55, Kennedy Road. Apply Young, Tel. C.906 and C.551.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st April furnished flat at the Peak. Apply Property Office Jardine, Matheson & Co., Ltd.

TO LET.—3A, Wyndham Street, from 16th April. Suitable for offices. Apply Hau Kee, 1, Wing Lok Street, first floor.

COMMODIOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Furnished or unfurnished from April or May, desirable four room Top Flat, modern convenience. Apply 5B, Armend Building, Kowloon. Tel. K.60.

TO LET.—Furnished flat on Peak to let: two bedrooms with bathrooms, two reception rooms and enclosed vedandah. Modern Sanitation. Immediate Possession. Apply Box No. 185, care of "Hongkong Telegraph."

CHEUNG CHAU.—To be let from 1st April, furnished bungalow, three bedrooms, large and well stocked garden, electric light. Ideal bijou residence near beaches and ferry. Particulars from Box No. 187, care of "Hongkong Telegraph."

FLATS, three, four and five roomed, modern bathroom, flush, etc. Also one two roomed and one three room d Bungalow on way to Repulse Bay and Fanling respectively for rent or sale on easy terms. Small Investor's Tel. C.4630.

HONGKONG SHAREBROKERS' ASSOCIATION.

DERBY SWEEP.

The drawing will take place on Monday, the 28th. February, at 6.30 p.m. in the Association's Offices, 12, Ice House Street.

By Order,
of the Committee,
PAUL HODGSON,
Secretary.
Hongkong, 25th Feb., 1927.

NEW ADVERTISEMENTS.

TUITION.

ENGLISH LADY, experienced teacher, with knowledge of Chinese, has vacancy for pupil from 9.30 to 10.30 each morning. Advanced or elementary English. Would be willing to form class of two or three pupils. Particulars from. Box No. 164, care of "Hongkong Telegraph."

POSITION WANTED.

ENERGETIC YOUNG CHINESE, 8 years' experience fire marine, at present holding responsible position at $250, desires to make change. Willing to start at nearest offer. A.1. references. Please apply Box No. 180, care of "Hongkong Telegraph."

LOST.

LOST.—Chow puppy, 2 months old, on Barker Road, 23rd February. If found please advise Box No. 188, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Baby's perambulator complete with Summer Canopy. Cost $150.00, Sell $50.00. Apply Box No. 186, care of "Hongkong Telegraph."

FOR SALE.—Three tubular boilers in good condition and a quantity of old piping. Apply to Linstead & Davis, Alexandra Buildings.

FOR SALE.—One Offman Steam Pressing Machine for pressing gentlemen's suits, from 50 to 60 a day. Also furniture for sale. Apply to No. 60, Nathan Road, Kowloon.

HONGKONG JOCKEY CLUB.

RACE MEETING 1927.

28th February, 1st., 2nd. and 5th. March.

MEMBERS' BADGES.

Members' Badges of Admission are now ready and may be obtained by those Members, who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.

Members have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings, on or before Saturday, February 26th., 1927, at a cost of $10.- each per day or $30.- for the Meeting.

The charge for admission for Ladies to the Members' Enclosure will be $4.- per day—Each member can obtained upon application to the Secretary, badges for the admission of two Ladies free of charge. On no pretext will children be permitted in either enclosure during the first three days racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, price $3.- per day for all persons including Ladies, may be purchased from Messrs. Kelly & Walsh, Ltd., or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at $1.- per day.

Admission by ticket only.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination, and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,
Secretary.

G. R.

NOTICE.

The Public are hereby notified that during the Race Days Kennedy Road will be open one way to motor traffic. West to East from 11 a.m. to 3 p.m. and East to West 3 p.m. to 6.30 p.m.

(Sd.) E. D. C. WOLFE,
Capt. Supt. of Police.
Hongkong, 25th Feb., 1927.

A. S. WATSON & CO., LTD.

NOTICE.

RACE MEETING

On Monday, the 28th February and Tuesday and Wednesday, the 1st and 2nd March, 1927, all Departments will be CLOSED at 1 p.m.

On these days,
The Hongkong Dispensary will be opened for the purpose of dispensing prescriptions from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO., LTD.
Hongkong, 26th February, 1927.

HONGKONG BOXING ASSOCIATION.

SIXTH TOURNAMENT OF THE SEASON.

SATURDAY, 5th March, at 9.15 p.m. at the THEATRE ROYAL.

MAIN EVENT.

15 Round Contest for Welterweight Championship of the Colony.

Stoker Norman Morris
H.M.S. "Hermes,"
v.
A. B. Dixon
H.M.S. "Frobisher."
Booking at Moutrics:
Members—2nd and 3rd March
General Public—4th and 5th March.

USUAL PRICES.

RACE HOLIDAYS.

The Exchange Banks will open for the transaction of Public Business at 9.30 a.m. on Monday, Tuesday and Wednesday, the 28th instant, 1st & 2nd proximo, and close at 12 Noon.

Hongkong, 23rd Feb., 1927.

HONGKONG STOCK EXCHANGE.

Notice is hereby given that the Stock Exchange will be CLOSED on MONDAY, 28th February, TUESDAY, 1st March, WEDNESDAY, 2nd March and SATURDAY, 5th March.

By Order,
of the Committee,
A. NISSIM,
Secretary.
Hongkong, 24th February, 1927.

DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, E. C.

MASONIC SERVICE.

The R. W. D. G. M. desires to remind all Masons in the District, that the Second Annual Masonic Service will be held in St. John's Cathedral on Sunday, the 27th inst., at 6 o'clock.

All service Brethern are cordially invited to attend. The Cathedral Hall will be available for robing, and Brethern are requested to be ready to move in procession not later than 5.50 p.m. under the direction of D. G. Dir. of Cers.

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW of FLOWERS and VEGETABLES will be held at VOLUNTEER HEADQUARTERS on THURSDAY, 10TH MARCH, 1927.

ENTRIES will DEFINITELY CLOSE at 1 p.m. on MONDAY, 28TH FEBRUARY, 1927, at the Hon. Secretary's Office.

SCHEDULES HAVE BEEN SENT TO ALL MEMBERS WHO HAVE PAID THEIR SUBSCRIPTION FOR THE CURRENT YEAR.

MEMBERS who have NOT yet PAID their SUBSCRIPTION and ALL THOSE who WISH to JOIN the SOCIETY are requested to SEND $5 IMMEDIATELY to the Hon. Secretary MR. E. B. C. HORNELL, care of Messrs. Jardine, Matheson & Co., Ltd.

Hongkong, 24th Feb., 1927.

LANE, CRAWFORD'S

ARE SUPPLYING

TIFFINS

AT THE

RACES

EACH DAY FROM 12 NOON

A SPECIAL DANCE

will be held at

THE PALACE HOTEL
KOWLOON
on Saturday
February 26th, at 9 p.m.

Music will be provided by the

"MYSTERY"
DANCE ORCHESTRA
Late Casino Maltese

Ladies Cordially Invited.

BLIND HOME.

Kowloon City Road.

KOWLOON.

Come and See our 47 Blind Girls at Work and Hear Them Sing. (Hours 10 to 12 a.m., 2 to 4 p.m.) They knit Socks, Shawls, Jersey Suits, Cardigans, Jumpers, Etc.

Daintily Dressed Dolls $2.50 each. Ladies' Own Wool or Silk knitted to Order 30 cents to $1.00 per oz.

K. BESWICK,
Superintendent,
20 Minutes from Star Ferry by No. 3 Bus.
Telephone: K.101.

THEATRE ROYAL.

FIFTH ANNUAL DANCING DISPLAY

By Miss Violet Capell and her Pupils.

Under the distinguished patronage of His Excellency the Governor SIR CECIL CLEMENTI, K.C.M.G. Part of the proceeds to be given to THE LONDON HOSPITAL.

To be held on:—Wednesday, 23rd February, at 5.15 p.m.
Saturday, 26th February, at 9.15 p.m.
Monday, 28th February, at 5.15 p.m.

Advanced tickets may be exchanged at ANDERSONS. as from 14th February.

Dress Circle $3.00 Stalls $3.00.
Pit stalls and Pit $2.00 & $1.00.
Children, Half Price to Matinee only.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station. Sunday Service: at 11.15 a.m. Subject: "Christ Jesus" Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

St. Andrew's Church, 8.15 Holy Communion, 11 a.m. Morning Prayer, Sermon and Holy Communion. Preacher: Rev. H.A. Wittenback. 2.45 p.m. Sunday School; 3 p.m. Bible class, 6 p.m. Confirmation Service by the Bishop of Victoria. Preacher: The Rt. Rev. Bishop Holden.

St. John's Cathedral, Hongkong, Feb. 27th, 1927. Quinquagesima. Sunday. Holy Communion, 8. a.m.; Preacher: The Rt. Rev. J. Holden, Bishops in Kwangsi Hunan. Litany for the Sick, 12 noon; Evensong, 6 p.m. Preacher: Rev. G.T. Waldegrave, D.G.C. Masonic service open to all. Ash Wednesday. Holy Communion, 7.45 a.m.; Matins and Litany 10.15; Evensong, 6.30. Thursday Choral Evensong and address by Rev. G. H. Hewitt R. N. at 5.45 p.m. Friday, Organ Recital by Mr. Mason 5.45 p.m.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,
the 3rd March, 1927.
commencing at 11 a.m.
at their Sales Room, Duddell Street.
98 Cases Whisky.
87 Cases Royal Ale.
and
A Quantity of Royal, Lion and Old Tom Beer.

(in small lots to suit purchasers.)

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at City Hall, Hongkong, on Saturday, the 26th February, 1927, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December, 1926.

The Register of Shares of the Corporation will be CLOSED from Monday, the 14th February to Saturday, the 26th February, 1927, (both days inclusive) during which period no transfer of share can be registered.

By Order
of the Court of Directors.

A. H. BARLOW,
Chief Manager.
Hongkong, 7th February, 1927.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the Thirty-Eighth Ordinary General Meeting will be held at the Company's Offices, P. & O. Building, on SATURDAY, 5th March, 1927, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st. December, 1926, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from 21st February to 5th March, 1927, both days inclusive.

By Order
of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 12th Feb., 1927.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

From STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT MEDITERRANEAN PORTS and LONDON.

Through Bill of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Steamship,

"NELLORE,"

Capt. A. H. Highett R.N.R. carrying His Majesty's Mails, will be despatched from this port on or about Wednesday, the 2nd March, 1927, at Noon taking Passengers and Cargo, for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this office until 5 p.m. the day before sailing. The contents and value of all packages must be declared.

For further particulars, apply to

MACKINNON, MACKENZIE & COMPANY,
Agents.
Hongkong, 23rd Feb., 1927.

G. R.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, WEDNESDAY, and THURSDAY,
the 8th, 9th and 10th March, 1927,

At H.M. Naval Yard, Hongkong, and at Kowloon Naval Depot.

commencing each day at 9.30 a.m. with an interval,

from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,

&c., &c., &c.

comprising:—

Money Chests, Life Boat, Old Lead Battery Plates, Boats Sails, Electrical and Wireless Telegraph Fittings, Glycerine, Old Electric Cable, Cooking Stoves, Iron Mattresses, Water Closets and Pans, Hydraulic Jacks, Carpets, Rugs, Mats, Sideboard, Chairs, Old Steel Files, Blankets, Fold-up Lavatories, Curtains, Overcases, Glazed and Unglazed Tiles, Leather and Metallic Hoses, Metallic Voice Piping, Canvas Tubing, Old Cordage, Old Coir Mats, Canvas Bags, Canvas Rags, Old India Rubber, Old Leather, Tarred Rags, Old Woollen Rags, Old Hessen, Cocoa Nut Matting, Asbestos Packing, Old Twill, Old Fenders, Old Paint Drums, New Canvas Cuttings, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, White Metal, Gun Metal, Brass Borings and Zinc Ashes, Copper and Brass Tubes, Brown Jean, Wood and Iron Blocks, Lamps, Lanterns, Tackle Hooks, Spring Balances, Gauges, Old Steel Tubes, Old Steel Plates, Old Steel Shovels, Old Glass, Plate Glass, Old Steel Wire Rope, Dirty Mineral Oil and Oil Fuel, Anchors, Chain Cable and Gear, Lathes, Davits, Compasses, Watches, Binnacles, Clocks, Diver's Air Pumps, Air Pipes and Breast Ropes, Tanks, Old Bunting, Wood Boxes, Wood Casks, Timber Whims, Firewood, Table Fans, Baths, Anvils, Presses, Tongs, Miscellaneous Tools, Fairleads, Cleats, Protective Mattresses, Boiler of Steam Boat, Associated Engines, Circular and Band Saws, Plate Flanging Machine, Electric Motors, Motor Pumps, &c., &c.

also

Sale of Old and Surplus Victualling Stores at Kowloon, on Thursday, 10th March.

comprising:—

Remnants of Cloth, Serge, Flannel, &c., Blankets, Boots, Sundry Articles of Mess and Table Gear, Condemned Provisions for Poultry and Cattle Feeding, &c.

Lots may be inspected on

Monday, 7th March, 1927.

Terms of Sale:—As detailed in Catalogue.

LAMMERT BROS.,
By Appointment Auctioneers to the Admiralty.
Hongkong, 19th February, 1927.

PUBLIC AUCTION.

The Undersigned have received instructions from E. A. Ram, Esq., to sell by Public Auction,

on THURSDAY,
the 3rd March, 1927,
commencing at 2.45 p.m.

At "The Cottage" Barker Road, No. 452, The Peak.

A Large Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand, Chesterfield Couch and Chairs, Glass Cabinets, Leather Seat Chairs, Carpets, Pictures and Electric Fittings, etc.

Teak Sideboards, Teak Dining Tables, Dining Chairs, Dinner Waggon, Ice Chest, Glass Ware, Crockery, Kitchen Utensils, etc.

Teak Bedsteads, Teak Dressing Table with Bevelled Mirror, Teak Chest of Drawers, Teak Wardrobes with Bevelled Mirrors, Medicine Chests, Side Tables, Teak Washstands, Toilet Sets, etc., etc.

and

A Quantity of Blackwood Ware, Curios, Chinese Porcelains, Japanese Prints and Old Chinese Pictures, etc., etc.

On View from Wednesday, the 2nd. March, 1927.

Catalogues will be Issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

A STARTLING INNOVATION.

A NOVEL CIPHER MACHINE.

At the Great Berlin Police Exposition held recently Herr Kryha, an engineer of Charlottenburg, exhibited a novel cipher machine which obtained the State prize conferred by the Prussian Ministry of the Interior.

This invention far surpasses anything that has hitherto been achieved in the way of cryptographic contrivances. Apart from the fact that is weighs only 9 metric pounds, and measures only 25 x and 20 x 10 centimetres in its aluminium case, this machine is essentially a species of clockwork resembling in appearance a gramophone and functioning with absolute precision.

In principle, the machine consists of two concentric alphabetic discs, the outer one fixed and the inner one movable. The former serves for the original text and the latter for the cipher text. One letter or one figure of the cipher disc corresponds to one letter or cipher of the original text, besides which the various letters and figures of the two discs may be readily altered. In this way, it is possible to interchange, at will, the 26 letters of the alphabet and consequently to effect a very large number of combinations.

In all this, however, there would be nothing essentially new. The chief novelty consists in a cipher wheel which enables the relation of the cipher disc to the original text to be continually modified, so that, for instance, the letter e of the fixed disc corresponds at one moment to, say, the letter m on the cipher disc and, at the next moment, to the letter l, then to n, p, s, etc.

Again, the cipher wheel may be varied in size and may have from 10 to 25 numbered interruption points, so as to introduce into the modification a quantity of fresh submodifications. In addition, the mode of interruption may, at will, be altered on one and the same cipher wheel, while the wheels themselves are also changeable.

Thus, with the most simple means, the entire cipher system is rendered extremely complicated. Nothing is gained, for example, by discovering someone's cipher. In order to make any use at all of one's knowledge of the particular crytographic alphabet, it would also be requisite to know the initial position in which the cipher stood to the original text, the number of the cipher wheel with the interruption points, and likewise any possible modifications in the wheel; all of which would involve practically insurmountable difficulties.

Another great advantage of the Kryha machine is that, by a very simple mechanism, its type levers may be electrically joined up to a typewriter on which the original text in ordinary language is written, the cipher machine typing the cipher automatically.

The cipher machine presupposes no technical knowledge whatever; it may be manipulated by anybody after a short initiation. There is, thus, every likelihood of its rapidly coming to play an important role in commercial life and in international intercourse.

A special train had to be employed to transport from Darlington to Middlesbrough Docks, two bearing 24ft. square and weighing 300 tons each, built for the Sydney Harbour Bridge, which, when completed, will be the largest in the world.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

The undermentioned Certificates for Shares in this Company have been declared LOST and if at the expiration of ONE MONTH from the date hereof the documents are not forthcoming the said Certificates will be deemed CANCELLED and of no effect and new Certificates will be issued by the Company.

Certificate No. 1639—100 Shares Nos. 58710/58809.

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All in the name of Mrs. Yeung Kwai Shim.

FOR THE HONGKONG ROPE MANUFACTURING CO., LTD.,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 11th Feb., 1927.

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We specialise in renovating and pressing garments.

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THE INTERNATIONAL DRY-CLEANING & DYEING CO.

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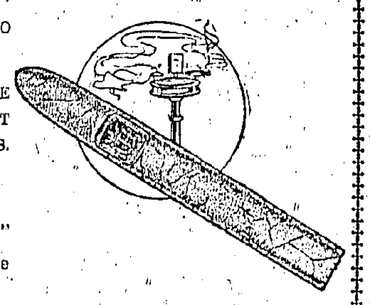
WE HAVE CHOICE BRANDS AT MOST REASONABLE PRICES.



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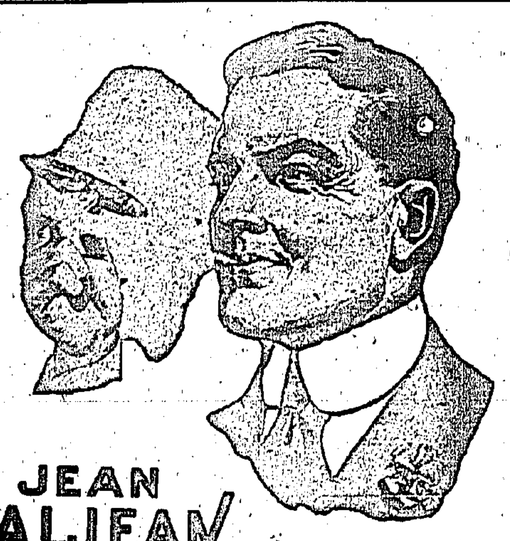


JEAN VALJEAN

"Truly a Cigar"

TABAQUERIA FILIPINA

LEADING TOBACCONISTS IN THE FAR EAST

PASSENGERS AEROPLANES.

COMFORT IN TRAVELLING BY AIR.

One day in May three years ago, says a lady writer, I went to the Hotel Crillon, in the Place de la Concorde, to catch the motor bus which conducted the passengers for the Handley Page Air Transport line to the Paris Aeroplane.

The office was a tiny shack on the edge of the field ,there we were detained for about twenty minutes whilst our passports, our luggage were examined. We then followed our guide to the waiting machine, and took our places as our names were called.

My steamer trunk was put into the luggage compartment, together with two or three handbags. To my astonishment I found that it was cheaper to have such heavy luggage as a trunk conveyed by air than by rail. According to the various transport companies, my trunk, which weighed seventy kilos, would have cost Frs. 1.75 by la Grande Vitesse, and would have taken from three to five days to arrive in England. By slower freight it would have cost a little less, but would have taken three weeks to deliver. It was taken by the aeroplane with me at the cost of Frs. 1.50 per kilo.

The saloon was comfortable, with an aisle down the centre and cushioned wicker armchairs at the sides, so that one could look out of the windows. There were places for ten, but only seven were present as the weather was bad.

Trundling Over the Ground.

The great blades revolved, and we were off, trundling over the ground towards a line of trees which formed the boundary of the field.

"We must jump over them," was my thought. "Can we possibly do it?"

We did, easily, and at once the ground fell away from us with a quick swoop, much as one feels in a lift. We then soared back over the aviation field for a trial flight, and were off.

To my surprise I felt none of the sensations of dizziness that I invariably experience when close to an open window or on a high platform. The world was so huge and flat that depth below us did not matter. Indeed it was more pleasant to be higher than nearer to the ground, as trees and other obstacles did not seem so prominent.

Before starting the pilot had supplied us with cotton-wool to stuff into our ears, both to deaden the noise of the engine and to prevent the queer feeling in the ears incident to mounting rapidly. The weather was bad, and there were periods of bad going against strong wind and through clouds when we had to change our elevation rapidly. I remember watching the dials in front of the car registering a drop of from 3,000 to 1,000 feet in a few minutes, and then I felt that feeling of nausea which made me put my head down on the window-sill. However I was not actively seasick, as I am invariably during a rough sea passage.

We passed over a number of large towns after leaving Paris, and the names of these were written in huge letters on cement, so that one felt as if one were flying over a map. At the coast we passed another aeroplane flying from England. The sun was glittering on its shining body and wings. It was a pretty sight, and is was then that I realized that I was in one too, and not dreaming.

Over the Channel.

The surface of the Cannel was mottled with white clouds of a regular shape which clung to the water. Channel steamers and fishing boats churned below us, but we outtripped them all. The weather continued bad in England, but although I had my window open it was not cold. I was pleased to be able to get up at intervals to walk about and look at the various dials for registering speed, temperature, and altitude. The journey would have been tiring had I been compelled to sit still for the whole of the three and a half hours.

The field at Croydon looked very small. We turned, and it seemed as if the whole flat earth had tilted up like a plate, and that we were flying parallel to it, like a fly along a wall. Then we swooped, touched earth, rebounded, touched again, and at last settled down steadily, running up to the shed as if we were in a taxi.

Our baggage was examined, and in a few minutes we were in the motor car belonging to the company, which conveyed us up to London.

When I recall the dirt, discomfort, and trouble of going by train and boat from London to Paris I am filled with amazement that more people do not fly.

MARBLE PALACE IN A FLAT.

NOTED ARTISTS AT WORK ON A PICCADILLY HOME.

Upon a "wonder" flat in the new Devonshire House in Piccadilly a London business magnate is spending thousands of pounds in decorations.

The lease of the flat has already cost him £25,000—the suite is the largest in a building which contains only the best of everything—and a famous architect, Mr. Oliver Hill, has been put in charge of the decorations.

Two noted artists, Mr. George Sheringham and Mr. Edmund Dulac, are each "doing" rooms, and when the work is completed, some two months hence, the flat will be like a palace in miniature.

Their plans include:—

A marble dining-room, with marble table.

Music-room in French walnut.

Bathroom with alabaster walls.

Venetian bedroom.

Amber-tinted marble is to be used for the ceiling, walls and floor of the dining-room, with a fireplace of red marble inlaid with malachite. The table will be made from a solid block of green marble.

Panels Like Tapestry.

Mr. Sheringham is painting the French walnut panels of the music-room in a way sugestive of tapestry, but a good deal of the woodwork will be left to show.

There will be a special alcove for the piano, and a beautiful fireplace. Lights will be concealed in crystal figures.

One of the bedrooms is being painted by Mr. Dulac with a palm-green background. The Venetian bedroom, with glass pilasters and engraving, is to have a colour scheme in blue.

The entire walls of the wonderful bathroom will be of orange alabaster, with a marble frieze, whilst the bath and basin will be of jade-green marble.

A study, with walls of silvered oak, a hall with a green marble floor and verdigris-coloured doors are other notable apartments in this dream flat.

DOG'S MILITARY HONOURS.

U.S. ARMY MASCOT WITH RANK OF SERGEANT-MAJOR.

New York.—Sergeant-Major Jiggs, of the Marines, America's most famous dog, was precently buried with full military honours in the great Athletic Stadium at the Marine Corps' base at Quantico, Virginia, near the mouth of the Potomac River.

The entire brigade of Marines stood at attention as the encoffined body of the corps' mascot was borne slowly to its last resting-place on a gun-caisson draped with the Stars and Stripes and flanked by a guard of honour.

The little elaborate silk-lined casket was placed tenderly in the grave just as the sun began to sink. Simultaneously the clear notes of a bugle sounding "Taps," the American "Last Post," broke the silence and echoed among the low-lying hills on the Maryland side of the river and down over the lower reaches where the Potomac empties into Chesapeake Bay.

A firing squad rendered a final tribute, then the square was broken and the Marines marched sadly back to barracks.

Guard of Honour.

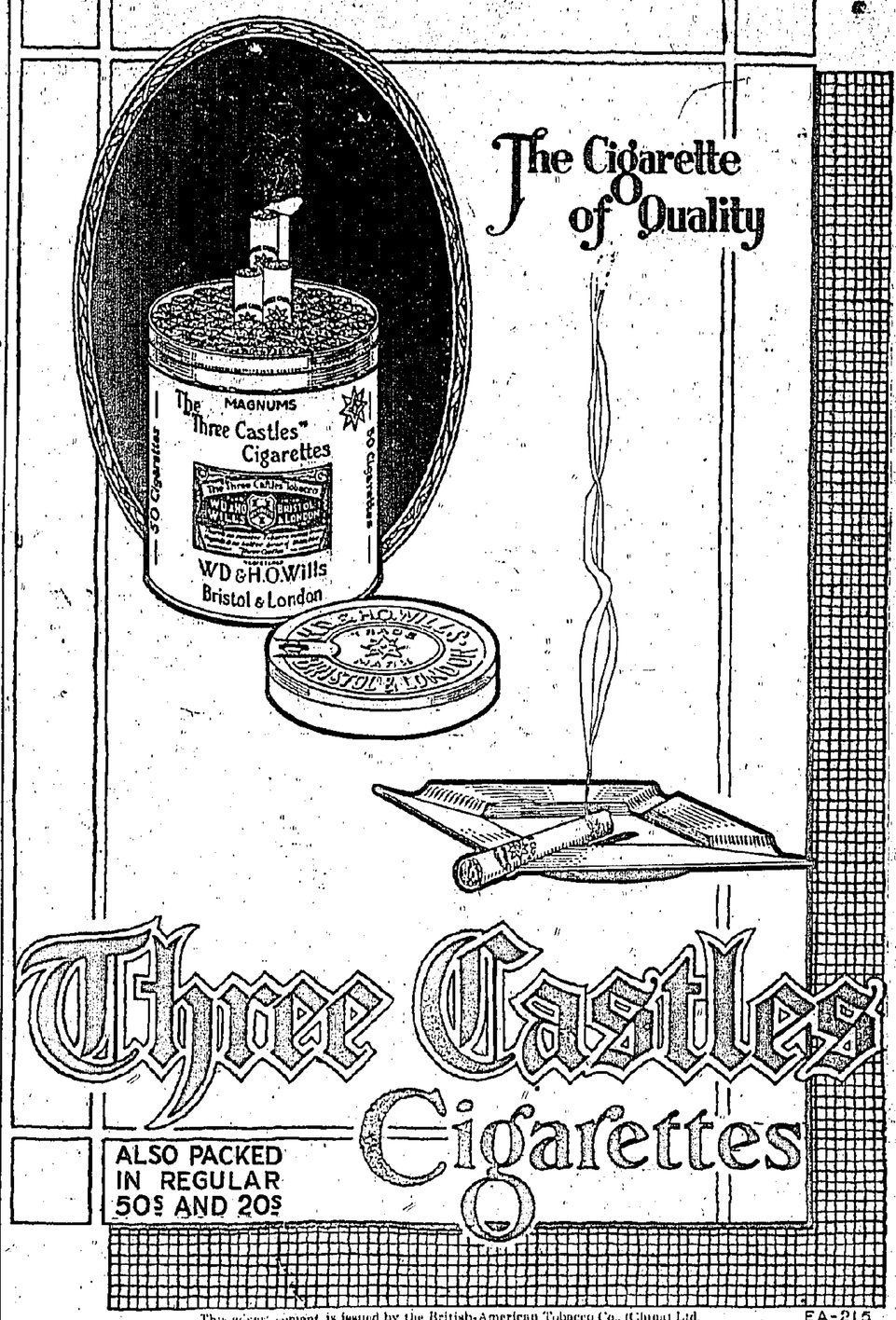
Before burial the body had lain in state on the caisson, with Jiggs's collar and many decorations resting upon it, and every man had filed past to take a last look.

Jiggs, an English bulldog, seven years old, who "enlisted" in Philadelphia, had served with the Marines for five years. In that time he travelled more than 100,000 miles by sea, land and air.

He was made a sergeant-major by Major-General Smedley Butler.

Jiggs, a victim of overeating, died at the Canine Hospital, Washington, where four veterinary surgeons and a nurse tried to save him.

The body was removed to an undertaking establishment, where a guard of honour stood watch over it until it was taken to Quantico by special aeroplane.



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ARTS & CRAFTS, LIMITED.

ARTISTS & CRAFTSMEN IN CAST BRONZE & OTHER METALS STAINED GLASS CABINET & JOINERY WORK FIBROUS PLASTER.

Special attention given to correct rendering of Architects' own designs.

Stock kept of moulding and friezes.

Correspondence invited—Estimates free.

ARTS & CRAFTS, Ltd.

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Cable Address:—**STUDIO**, SHANGHAI.

The Bathroom Beautiful.

A MODERN bathroom may be made a harmonious part of the room it adjoins, by the use of tiling that is procurable in many tints and colours from:—

The Malkin Tile Works Co., Ltd.,

who specialise in designs for all classes of tiling, including fireplace, wall, floor-tiling and mosaics.

Stocks carried, and suggestions gladly given by the Sole Agents:—

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SHOWROOMS:—CHINA BUILDING.
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For your floor—furniture—and every domestic article requiring a stained and varnished finish

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Oil Varnish Stains

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Oaks - Walnut
Mahogany — Satinwood
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Can be applied by anyone.
Always reliable, never sticky
Non-poisonous and Durable.

AGENTS—

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For Baby when Teething

"Allenburys" RUSKS

Lightly malted, delightfully crisp and wholesome, the "Allenburys" Rusks are designed to help baby when teething. Children nibble them instinctively, so that the cutting of the milk-teeth is aided and the troublesome and painful process shortened. Moreover, the Rusks soften in the little one's mouth, and, being safely and easily swallowed, provide a variation in dietary much needed at this period. They give baby the gratification which comes from the first experience of swallowing solid food.

Allen & Hanburys Ltd., 40 Canton Road, Shanghai
(Incorporated in England)

THINGS TO BE SOLVED.

SCIENCE SECRETS AND PROMISE OF 1927.

Not long ago any suggestion of the "future possibilities" of science was looked upon askance by the learned professions, writes Professor Low in the *Daily News*.

To-day time has taught most people that science is little but intelligent prophecy under the influence of the tendencies of the past.

Facts hardly exist in technology. Most of our schoolboy learning has become scarcely more than a joke in the light of even our presentday very limited knowledge of the atomic theory.

That it is only a theory is painfully evident. It has been already suggested by those competent to speak that the atom itself may be a world whose inhabitants are trying hard to communicate with us.

All we can do at present is to express an opinion, and to add that, as many believe, it is quite likely to be true.

Character to Order.

It is more than likely that during the coming year some method of sex determination prior to birth may be developed, and it is far from impossible that the very nature of children may be determined or altered by the biochemist with his increasing knowledge of the secreting glands.

In the very far future, I do not regard the possibility of synthetically building the character as at all ridiculous.

In 1927 radio will grow vastly. All England is to be wired by the Electricity Commission, and radio accumulators may suffer in consequence. They may become quite unnecessary during the next two years if science should teach us the possibility of a cold emitter.

Away with Aerials.

We shall surely do away with our aerials, and high tension batteries will perhaps begin to dwindle.

It is high time that the beam (or directional) system was applied in some small measure to our entertainments. The public recognises that education must be interesting if it is to educate, and it surely will not put up with the one-programme broadcast for much longer.

Beam radio might give us the power to sweep the country with periods or bands of education and pleasant music.

The Wireless Post.

I have no doubt that short-wave selectivity would enable wireless control rapidly to be developed as a weapon, ultimately to become serviceable for postal services, and in the far distant future to steer our vehicles along uninteresting aerial journeys as power is picked up from afar.

Television may become commercially practicable by further investigation of short-wave wireless, and pure reproduction would then give us the radio talking cinema in our homes.

A broadening of our views on the subject of general education, and particularly the teaching of foreign languages, must follow from flying and radio, for it is becoming increasingly absurb to find that after every 10-guinea fare on a plane a new language becomes necessary to ask for our bed and breakfast.

Traffic Problem.

The traffic problem will certainly not diminish in one year.

I believe that new methods of lighting our silenced main streets will be developed, illuminated kerbs may be introduced, and overhead travelling bridges will help to save the loss of time which causes the public to risk its life and neglect the wearisome subway.

I believe that aeroplanes will become so comfortable that busy men will fly as they would take a bus.

Fool-Proof Motor-Cars.

Motor-cars will become far more luxurious, while automatic devices will make the average car more fool-proof.

New foods will certainly be discovered; no doubt new methods of electrical treatment will help us to cope with the nervous diseases which will spring up, and I hope that glandular treatment will be so simplified that all can benefit.

It is high time that our foods became less bulky. There is something gross about the man of 1927 stuffing himself with pounds of food to extract there from a few ounces of benefit.

BIG DISCOVERY IN PAPUA.

A NEW RACE?

London, 2nd February: An extraordinary primitive race of pigmies has been discovered in the middle of the mountain country of New Guinea, which had not previously been penetrated by Europeans; and there have also been encounters with a giant race of Papuans, averaging over six feet, whose expression is made more ferocious by cross-skewers of wood in their nostrils.

These were described to the *Times* Cairo correspondent by Professor Stirling upon his arrival at Port Said.

His expedition consisted of five Americans and was under the auspices of the Smithsonian Institute, assisted by the Dutch Scientific Research Society, the Dutch-Indies Government providing the doctors, surveyors and an escort of seventy-five coloured troops with three Dutch officers.

The expedition traversed New Guinea from north to south.

The giant Papuans were the most treacherous inhabitants and they were obliged to shoot some of them solely in self-defence.

Honoured Guests.

The difficulties of penetrating the country were partly surmounted by an aeroplane fitted with survey cameras, which victualled the parties pioneering on the creeks.

Professor Stirling says that the pigmies were the earliest inhabitants of New Guinea.

They gave them a most friendly welcome and the headman of the village killed a pig in honour of the guests. He performed the ritual of blood brotherhood and entertained them with daily gifts of potatoes and vegetables. They are most primitive people, without a king or any kind of organised government.

Each village is under its headman and its elders.

The average height of the race is four feet. They are wholly black and have sturdy, well-knit bodies. They have cheerful temperaments and their clothing is only of the minutest, consisting of a loin-cloth, charms round their necks and occasionally a thick matting for the head.

The expedition found no evidences of any organised religion. There were neither temples nor totems, nor any place of worship, nor priests.

The religion of the races seems chiefly animism, the pigmies believing in spirits existing in the rivers, trees and mountains. They are fond of smoking their own tobacco, in corn-pipes, also cigarettes.

Still in Stone Age.

They are still in the stone-age regarding implements, using stone axes, hammers and weapons.

Before the marriage ceremony the bridegroom must undergo an ordeal, being a target for two marksmen with bows and arrows, while he himself is allowed to dodge and return their fire only with arrows recovered from the ground. This is considered a supreme test of courage.

When a wife is divorced the husband severs the top-joint of her index finger with a stone-hatchet. At a second divorce the same operation is performed on the second finger.

Some women have three or four fingers thus mutilated. Polygamy is prevalent and wives may be purchased, but morals are good.

The huts are clean and trade is carried on by primitive barter, but trade is very small since the pigmies are almost vegetarians and have not discovered oil or minerals. The soil is most fertile and the rainfall is very heavy.

The heat is very great and so the development of the hinterland for practical purposes would necessitate foreign capital and enterprise.

At Bethehem.

Nothing is more important in the coming year than that we should all realise our own ignorance.

Does it not make you long for progress when you know that in 50 years' time the world will laugh and say, "Good Heavens, how ignorant, how coarse, and animal-like, they were in 1926?"

I learnt this Christmas that the streets of Bethehem are made hideous by the hooting of motor-car horns. What strange vehicles in two thousand years time will convey the telepathic sensation of its presence to the world, as it floats through the streets of covered London in 3927?

STOLEN JEWELS RECOVERED.

EUROPEAN HELPS THE HOWRAH POLICE.

Calcutta, Jan. 30.

The *Statesman* reports the recovery, in dramatic circumstances, of £70,000 worth of jewellery alleged to have been brought to Calcutta by Mr. A. J. Jones, from a Northern India Ruling Chief whose name is now divulged as the Maharajah of Bharatpur.

It would appear that an Anglo-Indian lad named Ford Hunt, who works as an apprentice for a Howrah Engineering firm, while he was at his workshop yesterday morning, was told of the news appearing in a paper about Jones having been arrested in connection with a jewellery fraud.

Hunt at once recalled that Jones had a couple of days ago left with him for safe custody a hand-bag which Jones told him contained certain office papers.

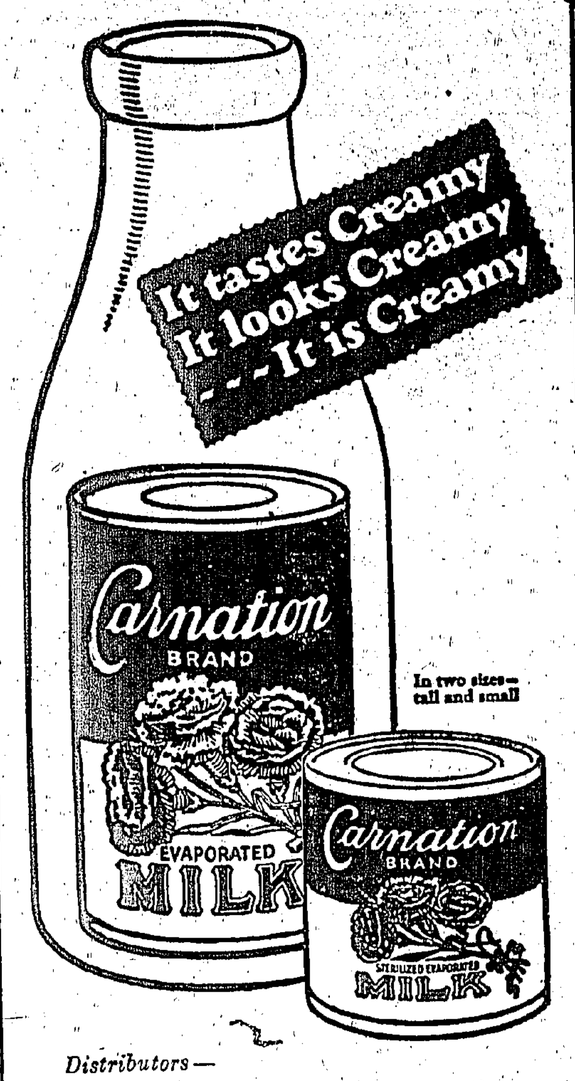
Hunt immediately left his work, and proceeding to his residence, informed his uncle about Jones's arrest and drew his attention to the hand-bag left with them by Jones for safe custody.

Both the uncle and nephew thereupon proceeded to Police Headquarters with the hand-bag, where it was opened in the presence of the Commissioner of Police.

The bag was found to contain practically all the missing jewellery.

It is understood that Jones and a Bengaloo named Bakshi, who are in custody, will be taken to Bharatpur, where they will be tried.

The exhibition of Flemish art at Burlington House serves to mark the competion, 500 years ago, by his brother Jan, of Hubert van Eyck's last and greatest picture, "The Adoration of the Lamb."



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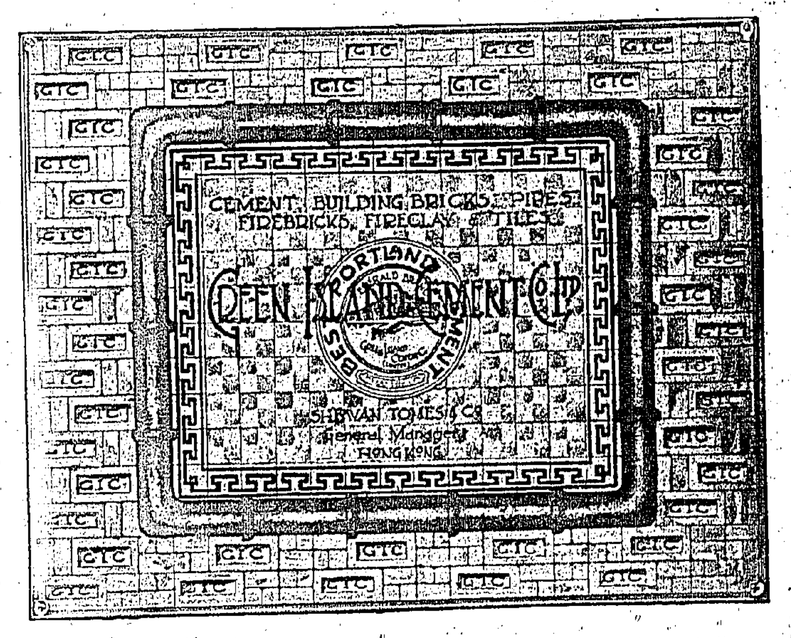

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ALL TYPES AND SIZES

GAS
PETROL
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CRUDE OIL
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UP TO 300 B.H.P.

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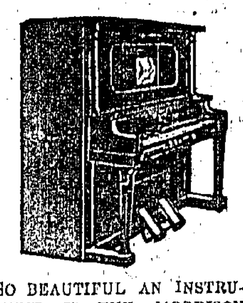

SO BEAUTIFUL AN INSTRUMENT IS THE MORRISON PIANO THAT IT MAKES INSTANT APPEAL TO LOVERS OF MUSIC; SO FINELY CONSTRUCTED THAT IT REPRODUCES WITH MARVELLOUS PERFECTION ALL THE EXQUISITE TONAL PHRASING OF THE WORLD'S GREATEST PIANISTS.

A First Payment of **$100** puts this beautiful instrument in your home.

"LISTEN TO A MORRISON"

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Phone Central.....515.

POPULAR Dance Records TO-DAY

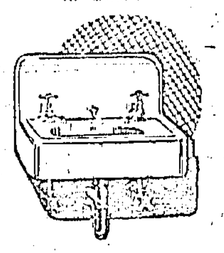
Kowloon Music Store

Kowloon Hotel Building,

KOWLOON.

Why use an elephant gun to shoot rabbits? Why take large disagreeable purgative pills, or nasty oil or salts, to remedy liver and bowel irregularities, when Pinkettes, tiny but thorough, do just as well. Pinkettes are laxative perfection. They gently dispel constipation, liverishness, sick headaches, bilious attacks, clear the skin, purify the breath, relieve Piles. Your chemist sells Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

A LARGE SELECTION of Basins and other bathroom fittings always in Stock.



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MASSAGE HALL

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MRS. H. MORITA.

MRS. E. AKAJI.

Telephone C. 4305.

SHANGHAI DEFENCE.

U. S. DESTROYERS.

Shanghai, Feb. 25.

Three American destroyers have arrived from Manila.—*Reuter.*

Transports.

The s.s. Minnesota, which was due to leave Hongkong for Shanghai late on Thursday night, did not get away until 2 o'clock yesterday afternoon. On board were the detachment of Royal Marines.

Yesterday, another troopship bound for Shanghai, arrived in harbour. This was the B. I. s.s. Rajula. The vessel's arrival was unexpected. On board were detachments of British and Indian troops. It is understood the vessel put into port in order to land four sick soldiers who required hospital treatment. She left later in the day for Shanghai.

Large Labour Demonstrations.

London, Feb. 25.

With the troops of Sun Chuan-fang and Chan Chung-chang, Shanghai warlords on one hand and Canton Nationalists on the other, in such near proximity, the situation in Shanghai is naturally tense.

Calling off the strike has eased the situation in the city, although the proclamation of the General Labour Union, while emphasising that it has been ended in view of the continued appeal of the Chinese merchants, added that the movement is not necessarily over and that the Union "will continue its efforts to attain its ideals."

Large demonstrations have been organised by the Labour Unions in British Concessions but there were no incidents and proceedings were quite orderly.—*British Wireless.*

NOTE TO RUSSIA.

IZVESTIA SAYS IT MISSES THE MARK.

Moscow, Feb. 25.

Referring to the "intolerable tone of the British Note," the *Izvestia* declares it misses the mark and contains no specific charges justifying either its presentation or the threat to abrogate the Trade Agreement, or even the severance of diplomatic relations.

Regarding the charges against politicians in the Soviet calling for a world revolution, it claims that the Soviet had never undertaken to prevent Russian individuals or members of the Government from voicing on Soviet territory their firm belief in an inevitable world revolution.—*Reuter.*

SINGAPORE TRAGEDY.

STANDARD OIL ACCOUNTANT KILLED.

(Our Own Correspondent.)

Singapore, Feb. 25.

A tragedy took place at the Raffles Hotel in the early hours of this morning. Mr. E. N. Lee, the accountant of the Standard Oil Company of Singapore, fell from a parapet on the second floor and died from his injuries. It is believed Mr. Lee was playing a joke with a friend on the same floor by walking along the parapet.

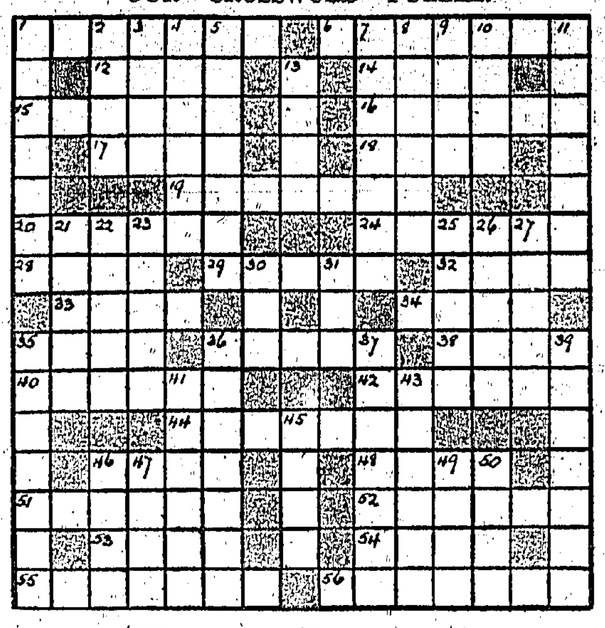
WIRELESS TELEPHONE.

TRANS-ATLANTIC SERVICE EXTENDED.

Portland, Oregon, Feb. 25.

The network of the trans-Atlantic wireless telephone service over the United States will be completed on Saturday by the extension of the service to the Western states—Washington, Oregon, California, Nevada and Arizona. A call from Portland to London will cost $87 for the first three minutes and $29 for each succeeding minute.—*Reuter's American Service.*

OUR CROSSWORD PUZZLE.



Across.

1 Deceive.
6 Act of stowing.
12 Tinge.
14 So be it.
15 An ecstacy.
16 One who throws missiles.
17 Genuine.
18 Large deer.
19 Compound.
20 Streak.
24 Hydrocarbon.
28 Avoid.
29 Circular.
32 Frosted.
33 Otherwise.
34 Unfettered.
35 Perennial plant.
36 To fish.
38 At first.
40 Reposed.
42 Dresses hair.
44 A cylinder.
46 Sullen.
48 Heads.
51 No nervous system.
52 Record.
53 Resting on.
54 Two or more.
55 Freedom.
56 Green.

Down.

1 Chemical vessel.
2 Celestial body.
3 Row.
4 Make a camp.
5 Sculptor's work-room.
7 Diminished.
8 Kind of pancake.
9 Fade.
10 Insects.
11 Exasperated.
13 Black substance.
21 Not here.
22 Regulations.
23 Insertion.
25 One who hires.
26 Sour.
27 To sneeze.
30 Belongs to.
31 Nothing.
35 Wooden pin.
36 Hard.
37 Kind of vulcanite.
39 A mandrel.
41 One who edits.
43 One who atones.
45 Mists.
46 Larva of insects.
47 Ready for reaping.
49 Small nail.
50 A plant.

Yesterday's Puzzle.

L	I	B	E	R	T	Y		D	E	T	A	I	L	S
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WAR HORRORS.

UNMANNED AEROPLANES CARRYING T.N.T.

Mr. Garro-Jones, M.P., speaking at a meeting of the 1920 Club in London on "Air Development," said that the catapult system of launching aeroplanes from the decks of ships had important and immediate possibilities. It would not be many years before great liners approaching the western headlands of Europe and the eastern littoral of America would discharge from their upper decks flights of small aeroplanes which, loaded with urgent mails or with special passengers, would advance to the main centres of industry. These aeroplanes, having performed their mission, could rejoin the ship at her port of departure. The development would come the sooner because it did not involve the more difficult problem of alighting on deck from the air.

A similar principle would add greatly to the value of the two large airships now under construction for the Air Ministry. These gigantic vessels would be able to carry underslung aeroplanes which, on longer voyages, could be cal armour, but a valuted deck of slipped into space to carry out subsidiary missions. Here, again, the problem of return to the parent ship was the more difficult of solution, but it would be easier in the case of an airship than in the case of an ocean liner. Already aeroplanes had been successfully launched by the catapult system from the confined spaces of men-of-war, and it was common knowledge that aeroplanes had been slipped from airships and rehung in the air.

Aeroplanes were being developed more rapidly as weapons of destruction than as commercial machines. In the United States unmanned aeroplanes, carrying a tremendous destruction force in the form of T.N.T., had been propelled on to an objective 35 miles distant. If this distance were increased to 100 miles, as it shortly would be, London would become hopelessly vulnerable to that form of attack from the Continent. Civil and military developments were not on convergent lines. Every year the fighting aeroplane, and to a lesser extent the bombing aeroplane, became more and more useless for civil purposes. In his opinion, while one-sided disarmament would be an unacceptable peril to Britain, the Government should make greater efforts to induce Europe to agree to a substantial measure of disarmament in the air.

HOLT'S WHARF, KOWLOON.

In the event of consignees not taking delivery of the undermentioned Goods by the 11th March, they will be sold by public auction to defray cost of Storage, etc.

Ex Steamer	Marks	Packages		Date of Arrival
"LAOMEDON"	S 6 5 S S	7 bdls.	Plates	23/4/22
"HELENUS"	Chop Jang Kit	1 case	Glassware	5/2/26
"MACHAON"	WOC	1 „	Hardware	6/3/26
"TROILUS"	H T C C C G.B. & Co.	1 „	Beer	4/4/26
"AGAPENOR"	Poduco	1 „	Samples	2/6/26
"EUMAEUS" / "KEEMUN"	MAC	2 boxes	Tinplates	11/6/26
"ASPHALION"	N/M	4 „	— do —	7/7/26
"TELEMACHUS"	VOC	1 cask.	Oil	18/8/26
"EURYADES"	ITC	1 box	Tinplates	19/8/26
— do —	1½ pcl. B M	3 bags	Soda	- do -
"TROILUS"	DB&C	3 kegs	Paint	2/10/26

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Electrical Engineers,

Tel. Central 358. Hongkong.

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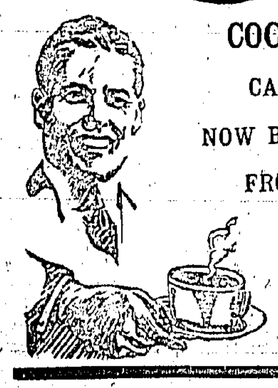

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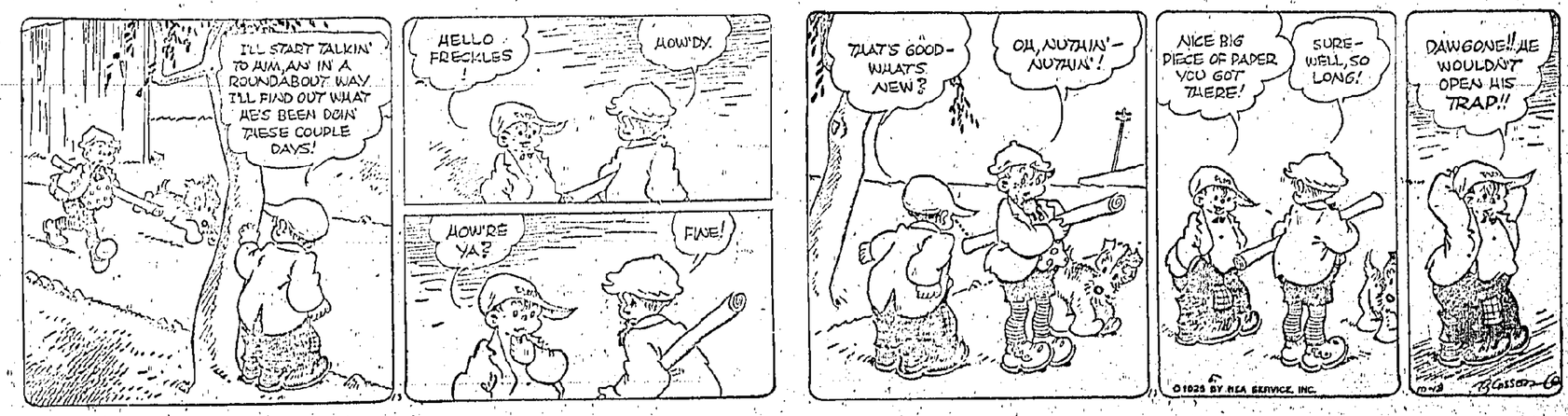
FRECKLES AND HIS FRIENDS — Close-Mouthed — By Blosser



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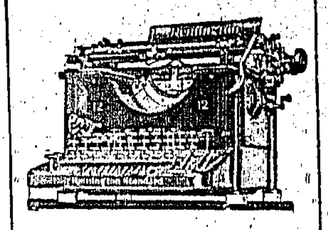
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The Hongkong Telegraph.
SATURDAY, FEBRUARY 26, 1927.

AN ASTOUNDING POSITION.

From the news contained in yesterday's naval message regarding the big demonstration held in Hankow on Thursday, it would appear that there has yet been no suppression of anti-British agitation in that city. Indeed, the parade which formed part of the demonstration passed through the British Concession—a circumstance which, to put it mildly, shows a lamentable appreciation by the Chinese authorities of the changed conditions brought about as a result of the recently-concluded agreement between Mr. O'Malley and Mr. Eugene Chen. Scarcely has the ink dried on that document ere we have thousands of Chinese demonstrators making an organised protest against "British Imperialism" in sending troops to Shanghai. What is even worse, after inflammatory speeches had been delivered, plans were devised for stirring up disaffection amongst the Indian troops who have been sent to Shanghai on defence service.

One would have thought that, following the signing of the agreement, the leaders of the Nationalist Government would have taken special pains to prevent the holding of organised anti-British gatherings. Had the situation been reversed and were it possible to conceive of Britishers at Hankow arranging anti-Nationalist demonstrations, with paraders passing through the native city, we wonder what Mr. Eugene Chen and his colleagues would have had to say on the subject? When two parties who have been at variance manage to compose their differences and come to agreement in a signed document, the presumption is that each will take care that nothing is done to offend the susceptibilities of the other. But apparently the Hankow Nationalists do not worry over such points as that; otherwise, they would assuredly have stepped in and prohibited such a demonstration as was held on Thursday. Anti-British propaganda is apparently to be permitted to continue, despite the signing of the agreement. We are told that the demonstration was held as protest against the landing of British troops in Shanghai. It was on that ground that Mr. Eugene Chen first declined to append his signature to the agreement but he eventually did so with the full knowledge that the British Government had, in the interim, made it abundantly clear that it could accept dictation from no-one as to how it should dispose of its troops. By signing the agreement after that point had been definitely made, Mr. Chen is in the position of having tacitly acknowledged Britain's right in the matter; hence, it is, to say the least, surprising that the Chinese authorities at Hankow should ever have allowed such a demonstration to take place.

If the Nationalists really want to cultivate the friendship of Britain and to respond to the generous overtures which the British Government has again and again made even in the face of much calumny and many insults, there must be a cessation of these anti-British agitations. As in the case of Russia, so in the case of the Chinese—we can only remain on terms of friendship with those who are friendly to us. And that is a point which Mr. Eugene Chen and his associates will do well to bear in mind.

A Question of Rights.

Britain has at last been compelled to send a warship into Nicaraguan waters for the purpose of affording shelter to British subjects, should they be endangered by further outbreaks of street fighting, incendiarism and pillage in the threatened districts. The above news, which came through yesterday, was not unexpected in view of the necessarily conditional promise of the United States to afford "such protection as may be possible and proper under the circumstances." The United States, whose threatened nationals are more numerous than are those of British race, has hitherto been performing the friendly function of guardian, and, although there is still to be the closest co-operation between Britain and America regarding possible protective action, Britain has sent H.M.S. Colombo (especially well-known here in Hongkong) as a gesture in support of British nationals, in the hope that "the moral effect of its presence" will be all to the good. It is not intended, at present at any rate, to land naval forces, but one imagines that this decision is governed by the comparatively small interests at stake rather than upon any doubts as to rights. The civil war in Nicaragua, which is imperilling the lives of foreign nationals, might very well be compared with the civil war in China which is having a precisely similar effect. Of course, there is a difference in the case of China where there is rampant anti-British agitation and demonstrations. But the cases are parallel so far as the rights of the Governments of foreign nationals are concerned, especially regarding the rights to send armed forces to protect their lives in places where the local authorities are unable themselves to do so. When the United States and Britain take such closely comparable action as is now being taken, it can, with every safety, be assumed that their "rights" are unquestionable. For Britishers out here in China, this is an extremely valuable point.

"BIT OF FLUFF."

Little Miss Dorita Breakspear, who is particularly charming as "A Little Bit of Fluff" in the display given by Miss Violet Capell's pupils. (Photo-engraving by *S. C. M. Post*).

DAY BY DAY.

TEN MEN UNITED CAN DO MUCH MORE THAN TEN THOUSAND INDIVIDUALS.—*Lady Warwick.*

***

Yesterday's health return shows one British case of diphtheria and one Chinese occurrence of smallpox.

***

His Excellency the Governor has appointed the Rev. Fr. George Byrne, D.Ph., to be a Member of the Board of Education for a period of two years.

***

His Excellency the Governor has appointed Mr. T. W. Ainsworth to act as an Assistant to the Secretary for Chinese Affairs, with effect from 19th February, 1927.

***

On Monday, February 28, Tuesday and Wednesday, March 1 and 2, all departments of Messrs. A. S. Watson and Co., will be closed at 1 p.m. The Dispensing department will be open from 6 p.m. to 7.30 p.m. in addition to the times above mentioned.

***

Running across the roadway, a little Chinese girl got into the way of a motor-car and was seriously injured, in the City yesterday. The mishap occurred at Queen's Road Central, resulting in the removal of the victim to the Government Civil Hospital.

***

Stated to have swallowed a quantity of "Lysol" disinfectant, with a view to taking her life, a Chinese woman was conveyed in a dying condition, from her home at No. 43, Pottinger Street, to the Government Civil Hospital yesterday.

***

Bankruptcy notifications state that a first and final dividend has been declared in the matter of the Ritz Cafe, and a second and final dividend of $6.30 in the matter of Pang Lai-ting, carrying on business as the Cheong Tai firm, of 110, Queen's Road Central.

***

Owing to the lengthy nature of the programme to be presented by the pupils of Miss V. Capell at the Threatre Royal this evening, it is especially requested that those attending will make a point of being in their seats promptly at 9.15. A similar request is made for Monday's matinee at 5.15.

***

The *Gazette* notifies the acceptance by H.E. the Governor of the resignation of Capt. G. H. H. Bell, King's Own Scottish Borderers, of his appointment as Adjutant of the Defence Corps, and the appointment to the post of Brevet Major R. A. Wolfe-Murray, D.S.O., M.C., of the Gordon Highlanders.

***

To the list of medical practitioners there has been added the name of Dr. Frederick Bunje, of Alexandra Building, Member of the Royal College of Surgeons (England); Licentiate of the Royal College of Physicians (London.)

***

The forthcoming weddings are announced of Mr. Robert Sheridan Hixson, Chief Radioman, U.S.S. Helena, to Miss Titiana Eugene Radirnoff, residing at the Victory Hotel, Kowloon; and Mr. Francisca Theme Rodrigues, clerk, residing at Broadwood Terrace, to Miss Elda Meniada Rocha, residing at No. 23, Mosque Junction.

***

The capacities of the newly-constructed organ at St. John's Cathedral were again well demonstrated last evening, when Mr. Rupert Baldwin, A.T.C.L., the organist of St. Andrew's Church, gave a most enjoyable recital. Mr. Baldwin's contributions were played with much skill and taste, and a collection was taken in aid of the organ fund. There is to be another recital on Friday next, with Mr. F. Mason at the organ.

***

Measures are being taken by the Ministry of Communications in Canton to reorganize and develop the wireless service which is of much importance as a means of communication. The existing wireless stations in Fukien, and Kwangsi are to be under the control of the Ministry. New stations are to be erected near the political and military headquarters of each province under the Nationalist Government.

***

Two cookboys on board the s.s. Sunning were charged with unlawful possession of raw opium before Mr. R. E. Lindsell at the Central Magistracy this morning, when both said they were carrying the opium for somebody else. Revenue Officer Ward was in charge of the case, and said the opium was concealed under their clothes. One had 55 taels and the other 58 taels. Both were fined $2,000 or nine months' imprisonment.

IN A CHINESE FACTORY.

"A Welter of Human Woe."

In view of the distorted stories which are from time to time told of foreign "oppression" of Chinese workers, the article given below, dealing with actual conditions in a Chinese-owned silk filature mill in the Yangtsze region, should be read with interest. The writer is Mr. W. H. Porterfield, an American journalist, and the state of affairs which he reveals doubtless has its counterpart in many similar establishments in Chinese industrial centres. The article is in the following terms: I visited Wusih, 90 miles up the Yangtsze, the other day, and walked through one of the dozen silk filature mils of that teeming city of 300,000. A filature factory is one where the silk threads are taken from the cocoons, which have first been placed in boiling water so as to kill the worms. The silk is picked up by the dainty fingers of the operatives and threaded on slow-moving reels just behind the worker.

There were 1,000 operatives in the factory I visited and there are 20,000 in the dozen great factories of Wusih, which is the centre of the greatest silk producing region in the world.

Language is inadequate to express the scene as I was permitted to view it. The horror of that picture can never be effaced.

One thousand "operatives," did I say? The word is a sad misnomer. One should say, "child slaves," for that is what the miserable little wretches are, from the day of birth.

Their ages range from six years upwards! Their hours from four in the morning till eight at night, with two half-hours off to eat and "play" and rest!

Their pay? A little rice and maybe, if times are good, a bit of meat or noodles. Their clothing? A few cotton rags, increased in quantity as the winter advances. Their amusements? If they live to adolescence, the nasty gossip of other poor, wretched girls of their class. Their hope? That somehow they may escape to Shanghai there to enter a brothel!

At half-past three these babies are routed from their beds by their mothers, driven out doors half asleep, given a bit to eat and placed upon the rickety wheelbarrow buses which go clattering off to the factory. At four they are placed at the wheels or at a bowl of hot water filled with cocoons and put to work.

They are not all children. There are older girls and mothers with babies at the breast—wretched beyond imagination. Around their feet, within a foot or less of the whirling machinery belts, these babies, still too young to work, "play" about.

In the corridors they gather and occasionally one gets caught in the belting and killed. That is unfortunate, for the mother takes a day off, or maybe two days, to weep and put on white for the funeral. Thus she loses her pay for those days.

Sometimes the generosity of the employer or the great company for which she works is so great that they pay for the baby's funeral.

Sometimes a worker is killed, frequently a worker is maimed. One we were told of by the American missionary had his arm torn out a few days before. He died at once, and the company paid the family something for compensation.

They were under no obligation to do so, for this must be the place referred to by Kipling in his famous couplet, "East of Suez." There are no commandments here excepting those dicated by human necessity and greed.

In all this welter of human woe, there are two oases. One, the American Church Missionary compound, which is equipped with a small but first-class hospital, in addition to schools for boys and girls; and the institution of Miss Anderson.

I wish I could tell you of Miss Anderson. She is under the Methodist missionary board, but to the mothers of the factory, under whose shadow she works, she is just "the American lady."

Miss Anderson's methods are condemned by the Y.W.C.A. and other "experts" who come to China to make "surveys" because Miss Anderson accepts help from the Chinese proprietor of the big factory where she is located. The experts say she should demand legislation.

There being no legislature, no executive and no government in all China, Miss Anderson prefers to do her bit by salvaging such portion of this human flotsam and jetsam as she can.

TIME AND STORM SIGNALS.

THE LATEST CHANGES.

It is notified that after 1st March, non-local storm signals according to the China Seas Storm Signal Code will be displayed on the roof of No. 49 Godown of the Hongkong and Kowloon Wharf and Godown Company, as well as on the Signal Hill, Kowloon.

The Observatory notifies that from 1st April, wireless time signals now emitted by Stonecutters W/T Station will be emitted by Cape d'Aguilar at the same times and on the same wavelength, using interrupted continuous wave (I. C. W.).

The service for the exchange of meteorological traffic between ships at sea and Hongkong at present handled by Cape d'Aguilar (V. P. S.) on 600 metres will, from the 1st April, be transferred to the Royal Observatory W/T Station, using the temporary call sign V.P.S.3. The station will receive and transmit on 800 metres using I.C.W. Details:—Position of V.P.S.3.—Lat. 22-18-13.2 North; Long. 114-10-18.7 East.

The transmitter is of the valve type, 1.5 K.W. size, using coupled circuits sharply tuned.

The station is open for meteorological traffic only and will keep watch on 800 metres continuously excepting when engaged on long wave reception at the following periods:—

G. M. T.
2355-0006
0055-0100
0155-0210
0254-0315
0755-0806
1255-1300

Weather reports will be broadcast on 800 metres I. C. W. by V.P.S.3 at 0.400 and 1200 G.M.T. and will be repeated one hour later i.e. at 0.500 and 1300 G.M.T.

Typhoon warning will, when first issued, be broadcast by V.P.S. on 600 metres Spark, and thereafter be repeated on 800 metres I.C.W. by V.P.S.3 at 18 minutes past every hour, and also on 800 metres telephony at 48 minutes past every hour.

CORRESPONDENCE.

A RACE QUERY.

[To the Editor of the *Hongkong Telegraph.*]

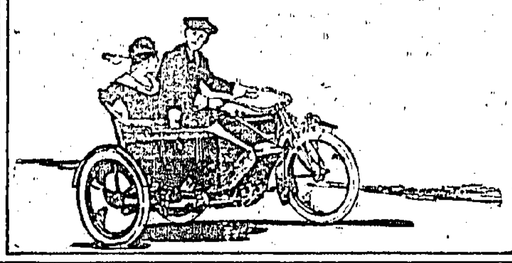
Sir,—I am surprised that there has been no protest made from other quarters at the decision of the Hongkong Jockey Club to charge admission to ladies attending the Races. Members of the Club may take two lady friends into the Members' Enclosure free, but every other lady attending is going to be asked to pay $3.

What's wrong with the Jockey Club? Has it lost its sense of chivalry? Surely, it cannot be that it is so confoundedly hard up that it must, of necessity, charge the Colony's ladies for what has, hitherto, been a courtesy. To visit the Races as guests (and to buy new frocks therefore) was one of the very few joys of many feminine hearts, but all the charm and pleasure and "atmosphere" has been knocked right out of the Races for many ladies who do not happen to have husbands or men friends as members of the Jockey Club.

There are others besides myself, quite at a loss to understand the Jockey Club's action. Perhaps it is not yet too late for the Stewards to change their decision and so save themselves from what is nothing more nor less than an act of meanness.—Yours, etc.,

MARRIED PUNTER.

Hongkong, February 25, 1927.



MOTORING
SUPPLEMENT

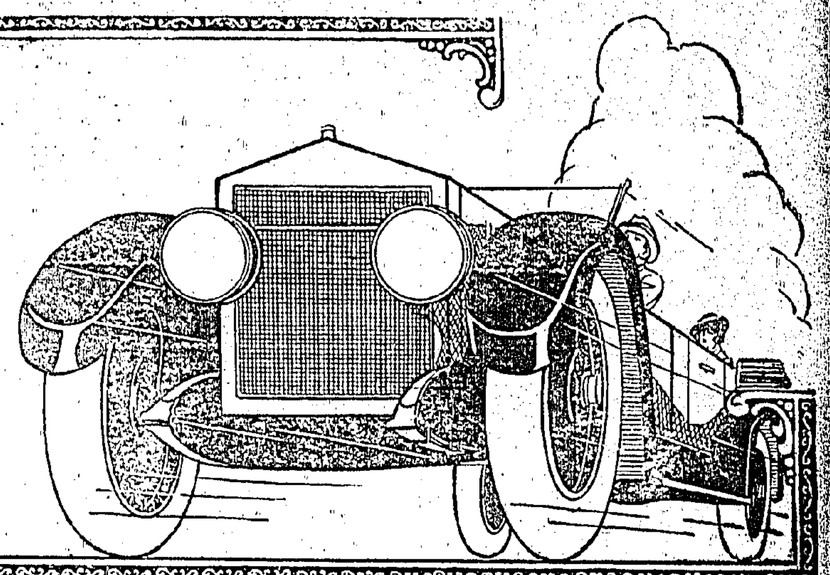
OF

THE HONGKONG TELEGRAPH.

SATURDAY, 26th FEBRUARY, 1927.

Being The Official Organ of

THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Jay Walking.

One of Hongkong's most difficult traffic problems is that of dealing with pedestrians who will persist in walking in the roadway when there is no necessity for so doing. Posters are being displayed in various districts drawing attention to the danger of this practice, and other steps are also being taken to emphasise the foolhardiness of "Jay Walking" as it is now commonly known. It is really surprising that more accidents are not recorded in this respect, there being so many people who foolishly ignore the danger presented by modern motor traffic.

Kowloon Public Cars.

Members of the travelling public in Kowloon, who are in the habit of using public cars on the Peninsula, will be pleased to learn that more effective steps are to be taken in order to ensure that the cars are kept as safe as possible. This will take the form of a monthly examination, and all cars found to be below the standard of efficiency required will be taken off the roads until repairs have been effected. As is known each motor bus and taxi in Kowloon is examined regularly at least once a month, but so far there has been no definite system for examining the public cars at regular intervals. The public cars on the Peninsula number at present fifty three, and a certain number, perhaps two or three, or more, will be examined every evening, so that each car will be thoroughly tested each month. The introduction of this practice with the public cars means that every vehicle of a public nature in Kowloon will be kept in a high state of efficiency, especially as far as brakes are concerned, and anyone wishing to tour the Territories in a hired car will be able to do so with a greater feeling of security from breakdowns or mishaps.

Licences.

Our local licensing conditions differ somewhat from those in force at Home, where licences may be taken out for 3, 6 or 12 months' periods. In Hongkong it is usual to take out one's licence for a period of one year, unless some special reason can be given for a shorter period. In this respect, it seems unfair that an owner may pay the fee for the full term and shortly afterwards sell his car which eventually leaves the Colony. In such a case a rebate would appear to be fully warranted, and although it may be possible to secure it after much trouble, the conditions should be made easier. If the Authorities prefer the easier system of collecting fees annually, they should at least make provision for rebate when a licence cannot be exercised over the full period it covers. The same provision might apply to driver's licences.

To Prevent Rusting.

The recent spell of wet weather sounds the warning that the rainy season is approaching and will be with us in a month or so. At this period of the year the ever present problem arises as to the best method of preventing rain from rusting metalled parts and soaking through on to terminal and other important connections. Because the engine and parts are more exposed on a motor cycle than on a car, it is for the motor cyclist that this comment is primarily intended. Rust will very soon impart a very dowdy appearence to a new machine, as well as causing mechnical trouble unless some effort is made to remove or prevent it. Some riders trust their nickle plating not to rust, an unwise method, while others probably make a practice of wiping over the metal and vital parts with a clean rag when the machine is housed for the night. Perhaps the best way from the points of view of economy and simplicity is to rub grease over all metal parts and connections from which water must be excluded, and also any part of the frame from which the enamel has been chipped. Ten minutes should suffice for an ordinary motor cycle, and the machine will then be materially water proof until such time as a dry spell sets in, when the grease can be rubbed off. A light lubricating grease is to be preferred to the heavy brand, as it is quite as effective without being so noticable, and a less quantity is required.

Overcrowding Danger.

Within the last few weeks a number of cases of public vehicles carrying too many passengers have come to the notice of the traffic department, and steps have been taken which have resulted in a conviction in the majority of cases. Although on the face of it the meaning of the word "overcrowding" does not convey very much, in actual fact it constitutes a very real danger to pedestrians as well as motorists. With the exacting driving conditions attaching to Hongkong it is absolutely necessary that a driver can operate his controls without hindrance of any kind, and should there be too many passengers on the driving seat he cannot do so. Overloading the rear causes extra strain, which the car in many cases is unable to withstand, with the result that brake failures, broken springs, loose wheels, and engines worn through strain result. Such practice appears to be on the increase in Kowloon, where the chief offenders appear to be Chinese who charter one car, and then squeeze a whole family in. This is a practice which should be taken in hand as soon as possible.

U.S. PRODUCTION.

1926 Another Record.

United States produced 4,480,000 motor vehicles at a wholesale value of $3,056,950,000 during 1926, according to the National Automobile Chamber of Commerce.

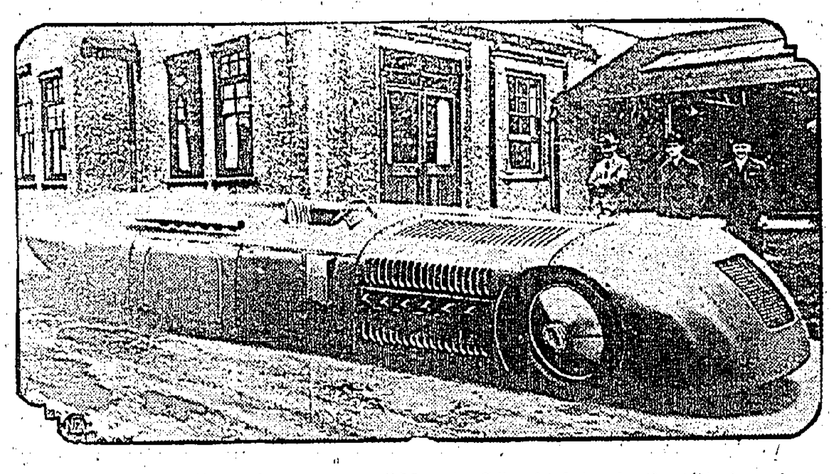
The totals are slightly in advance of 1925 when production was 4,336,754 vehicles. This is the twenty-ninth time in its history that the automobile business has established a new record year.

WHO PICKED GREEN?

Undergraduates of Oxford University are required to attach small green lights to the rear of their automobiles to distinguish them from the cars of the townspeople, according to reports from London.

"I find that motorists usually tell the truth," said a magistrate the other day. Perhaps that is why they make such poor anglers.

BRITISH MYSTERY CAR TO RACE IN U.S.A.



The phenominally swift racing car, "Mystery S," which is shortly to be brought to America for speed trials at Daytona Beach. Already it has been driven at 172 miles an hour by Major H. O. D. Segrave, who hopes to force its 1,000 horsepower to 200 miles an hour along the Florida strand.

INCREASED IMPORTS.

Philippines Trade.

Importation of passenger cars and motor trucks into the Philippines in 1926 shows an unprecedented increase of more than 1,000 automobile and about 500 motor trucks over the 1925 figures, according to a report from the bureau of customs recently.

The Philipines in 1926 imported 4,002 passenger cars valued at P5,145,800 and 1,478 motor trucks valued at P1,538,967. In 1925, the import of automobiles amounted only to 2,934 valued at P4,497,501 and 1026 motor trucks, valued at P1,083,955.

U. S. HAS PREFERENCE.

In 1926, 3,990 passenger cars, valued at P5,104,692, were imported from the United States. A total of 2,932 passenger cars, valued at P4,493,081, were imported in 1925 from the same country.

From Great Britain, the Philippines imported last year two automobiles valued at P4,174 and in 1925 also two automobiles valued at P4,420 were imported.

France made no automobile exports to the Philippines in 1925 but shipped nine passenger cars valued at P33,736 in 1926. Italy exported only one car valued at P3,198 in 1926 but none in 1925.

All motor trucks imported to the Philippines came from the United States. A total of 1,478 motor trucks valued at P1,5 8,967 were received last year, and 1,026 motor trucks valued at P1,083,955 in 1925.

MUCH MONEY FOR ROADS.

The revenue collections from gasoline and lubricating oil for 1926 totalled approximately P1,834,727.78. This amount may be increased by minor collections not yet reported by certain subports. It goes to the special road and bridge fund exclusively for the maintenance and construction of roads and bridges in the provinces.

The year 1926 was considered a boom period for the automobile trade in the Philippines. This was due, it is believed to steady extension of interprovincial roads and other special highways, followed by agricultural develop- of the regions traversed.

The increased demand for automobiles, particularly high quality cars, is considered also a factor in the record automobile exportation last year.

SAFER DRIVING.

Eye Test for Motorists.

Every applicant for a license to drive a motor vehicle will be required to pass an eye examination before the license will be issued, according to an announcement by Commissioner Charles A. Harnett of the Bureau of Motor Vehicles, New York.

The method of the test has been prepared by Leo Mayer, optometric inspector in the state department of education. The test will be as non-technical as possible.

Whilst driving along a prairie road, a motorist in Nevada, U. S. A., encountered a swarm of rats the other day. So much for prohibition!

Several claims have been made recently in the Press as to the merits of light-weight cars. We must get our compradore who is an authority on the light-weight question, to give us his expert opinion.

Some motorists believe in getting as many miles as they can per gallon—others as many gallons as they can per mile.

COMMERCIAL CARS.

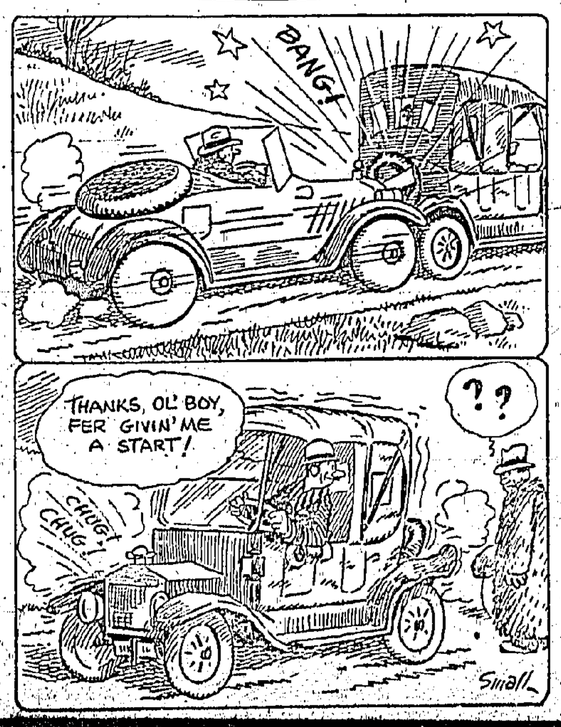
Graham Latest.

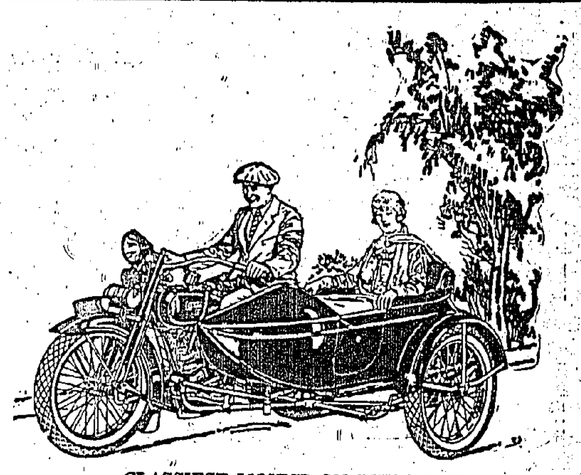
The name of Dodge Brothers ½-Ton Commercial Car has been changed to Graham Brothers Commercial Car, according to advice we have received from the local agents, The Dragon Motor Car Company.

The body-building and assembly of the complete Commercial Car was taken over recently by the various Graham Brothers plants, and the change of name is the logical step in the complete segregation of the Commercial Car and Truck business under one distinct division.

The name of Graham Brothers has come into such conspicuous prominence in the truck industry that its application to the Commercial Car will undoubtedly prove a most valuable sales asset. Moreover, it will enable Dodge Brothers, Inc., to classify itself in the public mind as an exclusive passenger car manufacturer. Both Graham and Dodge vehicles enjoy a world-wide popularity, and a reputation which ranks as high in Hongkong as anywhere.

A Scottish trader is advertising cars on the easy payment system. If any case of a Scotsman making an "easy" payment comes to his knowledge, he might let us know.





CLASSIEST MOUNT ON THE ROAD.
THE NEW "STREAM-LINE."

Have you seen the latest, greatest motorcycle.—

Harley-Davidson's 1927 "Stream-Line"? To see it is to crave to get in the saddle—to feel its pulsing, eager power. To ride it is to want it—want it for its thrilling speed, its greater comfort, its rakish, stream-line beauty.

Improvements—27 of them—make the "Stream-Line" the motorcycle sensation of years. Low hung for safety and easy control; better springs and bigger tires that give "Pullman comfort" to you and your sidecar pal; and the same economy that has made Harley-Davidson famous—50 miles for a dollar (gas, oil, tires and all)!

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

GARGOYLE

Mobiloil

Make the chart your guide

A pick-pocket has an associate roughly jostle a man, and the man's mind and nerves, centered on the blow, fail to notice the simultaneous lifting of a purse from his pocket. A magician gets an audience of hundreds to watch one hand, and the concentration of attention there blinds them to the things he is doing with the other.

To-day, competitors are steadfastly preaching "just as good as Gargoyle Mobiloil, and the price is much less." Motorists are so intent on saving money that they entirely overlook the purpose for which lubricating oil is intended, and allow themselves to be wholly influenced by price. They forget that poor lubricants are made for motorists who want good service but who are not willing to pay a fair and reasonable price or who go around with the constant notion that Gargoyle Mobiloil is over-priced and that there must be some one somewhere with a good lubricant who sells it for less. Little do they realize that SERVICE is the actual motive of the purchase; that SERVICE, in all of its angles, is what measures the true cost; that *price to buy* and *cost to use* are not one and the same—but are two absolutely different subjects. Lubricants, like individuals, vary in their capability—some accomplish far more than others and are worth more.

The fact that 609 motorcar manufacturers approve the Mobiloil recommendation for their unit, and 91 affix definite lubrication instructions on their motorcars, recommending the exclusive use of Gargoyle Mobiloil, speaks volumes for the quality of Gargoyle Mobiloil and the remarkable service the Correct Grade gives.

We are reasonably certain that our Correct Lubrication booklet will be of great value to the motorist who takes a real interest in the smooth and economical operation of his motor-car engine.

May we send you a copy—no charge and no obligation whatever.

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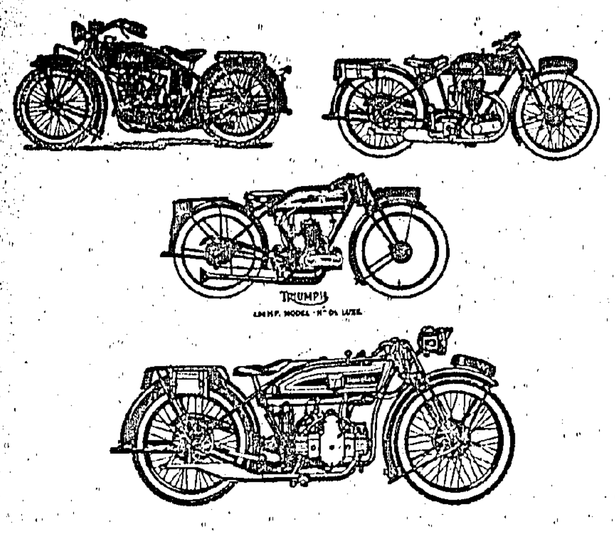

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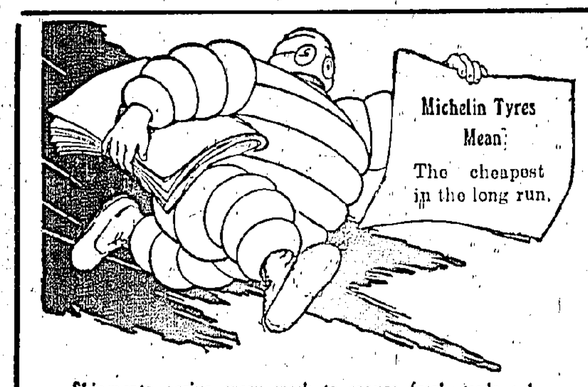

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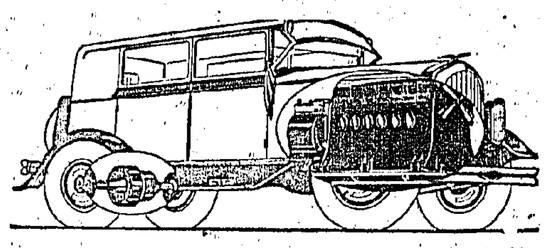

Sketch of a Diesel Automobile, with a Worthington double-acting engine, showing position of the engine and the electric driving generator in the rear.

An electric automobile in which a crude oil burning Diesel engine furnishes the power through an electric motor drive, is what looms before us if the forecast of L. H. Morrison, noted Diesel engineer, comes true.

Morrison isn't alone in this prophesy. Practically every Diesel engineer in the world has that confidence in the future use of the crude oil burning non-ignition engine as automotive power plant. They're upheld by recent progress toward this accomplishment, the actual construction of a Diesel that is much lighter than the cumbersome type still employed for commercial and ship use, and at the same time is a high speed power plant comparable with that of the gasoline engine in automobiles.

The new Diesel is still much heavier than the gasoline motor now in use. But it makes up for this by its high efficiency, its economy and its simplicity.

With an electric motor drive in the rear axle, connected by means of a generator to the power plant in front, Morrison believes stalling and jerking will be almost impossible. And when the single-acting Diesel gives way to the double-acting type, in which every stroke of the piston is a power stroke, the weight of the engine will be considerably reduced.

The Worthington double-acting or two-cycle Diesel has already proven practicable in the Tampa, the government's first converted motor ship. At the same time, it is said, it will run a car 50 miles on a gallon of crude oil, as contrasted with 20 or even 30 miles on a gallon of the higher-priced gasoline, in present auto motors.

PETROL CRISIS PREDICTED.

Scientist on Crude and Wasteful Methods.

NEED OF CHEMICAL RESEARCH.

Professor Thorpe, President of the Chemistry Section of the British Association, at Oxford, uttered a warning of a coming world shortage of petrol.

He said the crudest and most wasteful methods were employed, as the economic use and conservation of petroleum did not pay.

"At present," said Professor Thorpe, "the rapid increase in the use of the motor-car for personal and commercial transport indicates that at no distant period, if progress continues to be made in the same direction, the amount of the 'petrol fraction' will be insufficient for the world's needs.

"This point has already been reached in America, where approximately 70 per cent. of the world's consumption of petrol is effected."

USE IN U.S.A.

"During 1925 the consumption of petrol in the U.S.A. approached 800,000,000 gallons a month, which is about twelve times the amount consumed in this country. It is evident that to meet such a colossal consumption means have to be found to utilise the higher boiling 'fractions' of petroleum. This 'cracking' operation is now carried out on an enormous scale by numerous processes. All are wasteful, because little or no research has been carried out on the true chemical nature of the 'cracking' operation."

Petrol produced by "cracking" the higher fractions of the crude oil, the Professor continued, led to "detonating," "knocking," or "pinking" when ignited in cylinders giving more than a small compression ratio. Certain substances, notably lead tetraethyl, had been used as "antiknock" materials, but the whole subject, said Professor Thorpe, needed systematic research.

EXPERTS' OPTIMISM.

Professor Thorpe's warning was discounted by technical expert connected with the oil industry, in an interview with a representative of the *Morning Post*.

He said that so far the earth had been only scratched for oil, and as the demand arose new fields would appear. Although it was true that the consumption of motor spirit was rising by leaps and bounds, up to the present only 40 per cent. of the oil in a field was removed, and methods were being developed for removing the remaining 60 per cent. even if there was no possible chance of exploiting other fields.

He was inclined to agree with Professor Thorpe when he said that the chemistry of petroleum had been far too little explored. In proportion to the technical side the true chemical nature of petroleum had received comparatively scant attention.

Since the war what is known as the "cracking" operation had been vastly improved, and work is continually being directed to make these processes more perfect. Petrol now produced by "cracking" was, the expert insisted, not deficient in aromatic hydrocarbons, and while it was perfectly true that with the high compression ratios employed in the modern internal combustion engine a certain amount of "pinking" took place, this was due not to a deficiency in the petrol, but to an effort to get a higher power out of a very small engine.

"Pinking," it may be pointed out, is the tendency for a fuel mixture to explode instead of burning when compressed highly, and is familiar to all motorists.

Substances such as lead tetraethyl are used as anti-"pink" materials, but they have mostly been found to be unsatisfactory.

Research, however, is going on, and remarkable results may be expected, when petrol engines may be produced with truly colossal compresions.

ADDED POWER.

Superchargers for Small Cars.

It is said that during 1927 the designers will pay much more attention to superchargers.

More than one make of small car is to have a supercharger fitted.

They will probably be more popular with the purchasers of "Sports" models than with those who want a touring car.

The supercharger is an ingenious piece of mechanism, but it is also a complication.

The one thing that the average owner driver asks for is simplicity (as far as it is possible) with regard to the mechanism of his car.

Superchargers may become popular in Shanghai, but—

The transmission mechanism must be made stronger so as to stand the increased strain that is inevitable.

Designers seem to favour the use of a bigger cylinder and no supercharger.

As has been the case with regard to the automobile from the earliest days, the matter will be settled, finally, by the records of tests.

All sorts of ideas has been put into practice that the "experts said were of little use. "The best example is the silent Knight engine. That has proved itself, but the inventor had little encouragement from the experts in the early days when he had only the drawings to show. Perhaps the supercharger will turn out to be much more economical than is now generally believed will be the case when it is fitted to small touring cars.

NEW A. A. OFFICES.

Opened in Kent and Hampshire.

During last month, two new offices of the Automobile Association were opened in England. One is at Southampton, for the special convenience of Hampshire members and motorists passing through this popular port, the address being—Fanum House, 11, The Avenue, Southampton. The small office at the Docks will be retained.

The other new office is for the convenience of members resident or passing through Kent and is situated near the Town Hall at Maidstone on the main road from London to Canterbury, Margate and Folkestone.

These new offices are adequately staffed to ensure that all members' requirements in regard to touring, free legal advice, engineering advice, road engineering etc. will be available as promptly as at any of the old-established offices distributed throughout the country.

Deferred Plan of Payment 30% down Balance by arrangement.

FIAT

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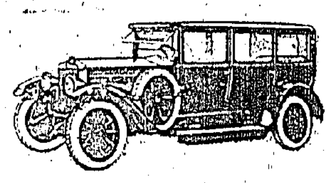

519. 40 H.P.
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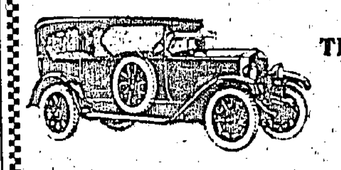
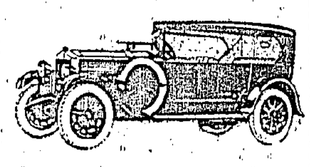
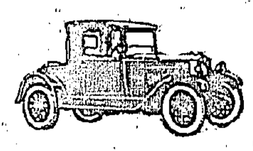


507. 15-20 H.P.

The Cars of HIGH POWER 5/7 Seaters

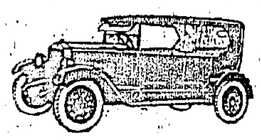


512. 20-30 H.P.



509. 9 H.P.

The Cars of HIGH UTILITY 4/5 Seaters



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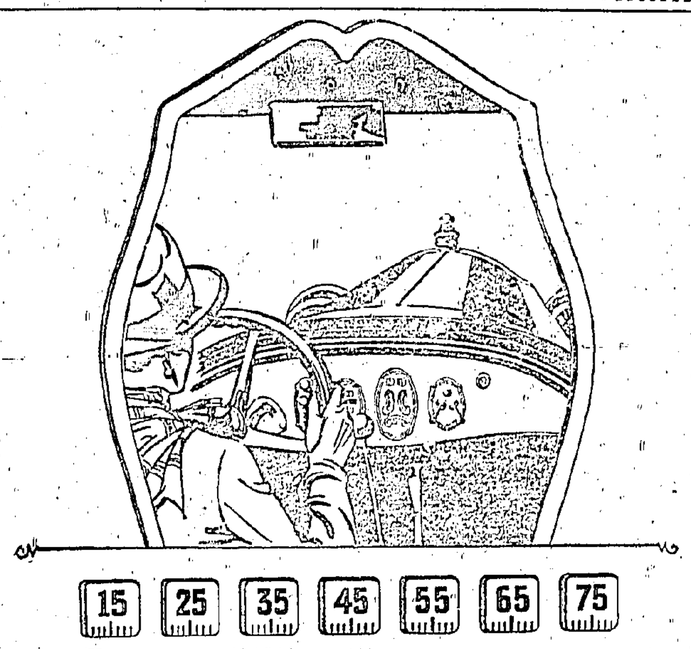

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This wonderful result is due to vital engine improvements which have made the 1927 Buick Valve-in-Head Engine *vibrationless, beyond belief.*
Quiet and smoothness prevail at every point on the speedometer.
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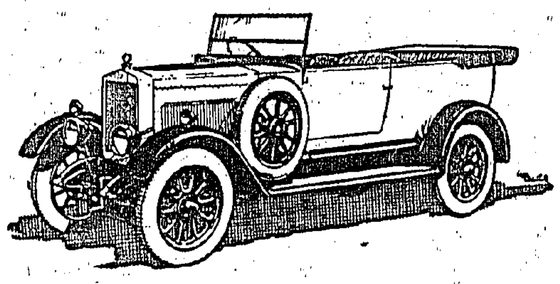

the new "World" Morris

The very largely increased demand for the new Morris models, both at home and abroad, is in itself ample proof of their superior qualities.

Previous Morris cars were so good that they achieved overwhelming supremacy. The new models are far better. Sales figures prove it.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

GETTING READY FOR THE "SKIDDY" SEASON.

Many skids are started by the use of brakes which act very much more powerfully on one side than upon the other and every motorist should see that the brakes of his car are as perfectly equalized as possible, before icy road conditions prevail. The best way to do this is to jack up the rear end, set the engine running fairly fast on high gear, have someone stand at the back of the car and let the man on the seat throw out the clutch and gradually apply the foot brake. If equalization is perfect, the two rear wheels will stop spinning at exactly the same instant, but if one wheel keeps on turning longer than the other, it indicates that its brake acts later and therefore less powerfully than the brake on the other wheel. Perhaps a still better test can be made with the rear end jacked up, but with the engine not running and the gears in neutral. The man in the seat maintains a steady pressure on the brake pedal, while another person tests the resistance offered to the turning of each wheel by hand. If one can be turned more readily than the other, its brake-band needs to be adjusted more tightly. Before letting down the rear end, not only should the braking effect on each wheel be found equal, but with the pedal pressed with full leg power both wheels should be locked so tightly that they cannot possibly be budged by any force that can be applied to them by the hands.

HUMMING OF GEARS.

Question:—There is a peculiar hum in my ——— car, which seems to come from the clutch. This is heard whether the car is running or stopped with the engine running, but when the clutch is disengaged, it ceases, even when when the car is still moving. Can it be that some part of the clutch is worn out or may it be from a worn gear in the transmission?

Answer: It is not likely that the clutch has anything directly to do with this humming, for when it is engaged there are no clutch parts, which have any relative motion—the whole clutch turning as a unit. With the engine running idle and the clutch engaged, the clutch shaft and the countershaft in the transmission are in rotation, but with the clutch disengaged these shafts are at rest and we are disposed to attribute this noise to these shafts and their gears. It is possible that the lubricant in your transmission has become so stiff that it does not distribute properly to the gears and bearings. If this is the case, try thinning it with light oil and see if the noise does not diminish.

Question:—Sometimes my Ford car will go nearly to the top of a hill and then act as if it were out of gas and stop, but when it is put into neutral, the engine will run idle. I have to back up some of the worst hills. What is wrong?

Answer: Apparently not enough gas is getting to the carburetor to supply the engine, when pulling hard, although enough reaches it for the engine to idle on. You had better remove and clean the strainer screen, located where the gasoline flows out of the sediment bulb under the tank and drain the bulb. Also make sure that the small air vent hole in the filler-cap of the tank is clear and that there is nothing under the seat that can cover this hole. It would also be well to remove drain-plug in the bottom of the carburetor bowl and let any foreign matter escape. Don't allow the gasoline supply to get very low in the tank.

Question:—Although I have had the valves ground and carbon removed from my ——— engine, quite recently, I do not get the power I should, my gasoline consumption is about 9 m. p. g., the carburetor is moist on the outside and there are drippings in the pan, after a run, the engine fires irregularly and backfires when I release the accelerator. What is the matter?

Answer: We don't know, but here are a few suggestions: The holding open of some of the valves would account for missed explosions, backfiring and high gas consumption. An inlet holding open might cause "blow-backs" and cause escape of gasoline from the carburetor. You had better test all the valves to see that they do not stick in their guides and see that their springs are not weak. Test the compression of all cylinders, by hand-cranking and if it is weak in any one cylinder, try to ascertain and remove the cause. Please write again if these suggestions do not hold you.

"THREE-ZONE" STREETS.

Congestion Problem.

Street zoning and minimum speed laws in large eastern cities are helping to solve the problem of traffic congestion. Three-zone highways in New York, which are built with an eightfoot width of concrete on each side of the road and an eight foot width of macadam in the centre make driving safer.

Motorists drive on the concrete except when passing cars. The psychology of keeping to the right and driving on concrete whenever possible keeps the centre section clear and lessens the dangers of accidents.

Cleveland divides many of its main streets into four wide lanes. During morning traffic, when rush traffic is towards the city, three of these lanes are devoted to incoming traffic. In the evening, when the traffic rush is reversed, three lanes are given to outgoing traffic.

On many streets in large cities there are minimum speed laws as it has been found that the minimum speed is the fastest and safest way to solve traffic congestion. The usual minimum speed is 30 miles an hour.

MANY MORE CARS.

There will be 27,000,000 automobiles in use in the United States by 1930 if the predictions of Professor C. E. Griffin of the University of Michigan are fulfilled.

A League correspondent at Geneva says that the Committee of Experts on Double Taxation and Tax Evasion has set up sub-committees to consider—(1) The question of a convention on death duties, and (2) to examine the feasibility of a permanent international organisation on taxation question.

SUZANNE AT THE WHEEL.

Suzanne Longlen, at the wheel of a speedy seasled skimming over the Davis Islands Marine Speedway, Florida, U.S.A. Next to her is Mr. B. Baldwin, the California sportsman to whom she has been reported engaged, and at the left, C. R. Irsch, commodore of the Davis Islands Yacht Club.

BRITISH LIGHT CARS.

The Turning Point?

The outstanding feature of the Motor Show last year was the substantially curtailed number of exhibitors of light cars. Last year 47 makes were on view, of which 19 were foreign and 25 British. Last year there were 37 makes at Olympia, of which 17 were foreign and only 20 British. This may be regarded as a serious reflection upon the business aptitude and energy of the British light car manufacturer, but *The Light Car and Cyclecar* believes it is merely indicative of the fact that the light car movement has reached a turning point. The weaklings have dropped out, the effects of the immediate post-war period have been outlined, the younger school has at last felt its feet and a fine opportunity presents itself to the survivors to do a brisk and profitable business and to new-comers to obtain a foothold in a market which is not too keenly competitive.

The South African Government will introduce a Bill this Session to control alluvial output in order to stabilize the diamond trade.

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Coach (2-Door)	1,550
Sports-Roadster	1,550
Country Club Coupe	1,570
Victoria	1,660
Custom Sedan	1,710
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BIG SIX 120" WHEELBASE

Country Club Coupe	Gold $1,800
Duplex-Roadster	1,840
Duplex-Sports-Phaeton	1,950
Sports-Roadster	2,000
Fire Chief	2,090
Victoria	2,120
Custom Brougham	2,170
Custom Berline	2,240

BIG SIX 127" WHEELBASE

Duplex-Phaeton	Gold $2,160
Brougham	2,440
The President Sedan	2,660
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All prices include 4 wheel brakes spare wheel, tire and tube, windshield wiper, kindview mirrow cigar lighter, bumpers, spare horn, tools etc., etc.

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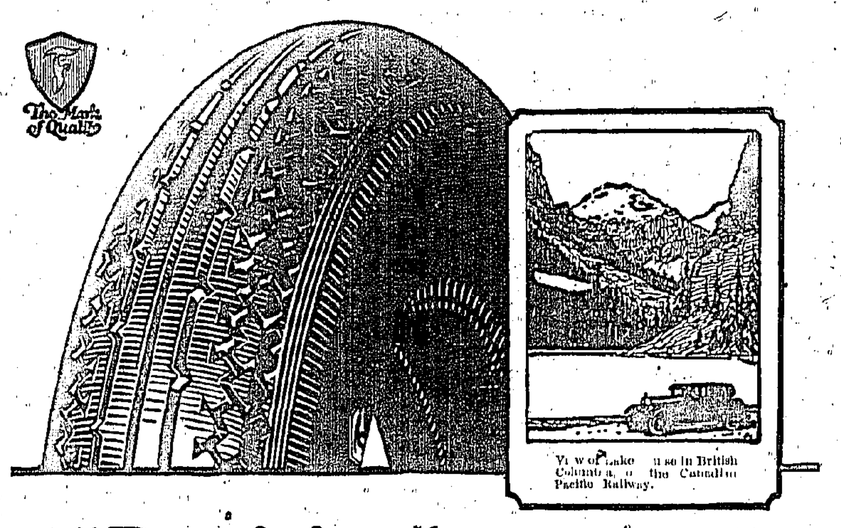


View of Lake in British Columbia, on the Canadian Pacific Railway.

"Dominion" in the Tyre Field!

Firestone leadership is based on close adherence to the idea of extra tyre quality without extra cost.

And high among those engineering principles which have won a worldwide following, is the Firestone process of Gum-Dipping. This insulates and impregnates every strand of every cord in rubber, and gives remarkable strength with flexibility.

The motorist who fits his car with Firestone Full-Size Balloon Tyres has abundant proof that he will enjoy safety, comfort and trouble-free travel at surprisingly low cost.

Made Within the Empire.

Firestone

FULL-SIZE GUM-DIPPED BALLOONS

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.

DODGE BROTHERS PASSENGER CARS.

Roadster	G$1,100
Special Roadster	1,150
Rumble Seat Sport Roadster	1,250
Touring (5-passenger)	1,125
Special Touring (5-passenger)	1,175
The Sport Touring (5)	1,210
Touring (7-passenger)	1,320
Special Touring (7)	1,370
Coupe	1,285
Special Coupe	1,335
Sedan	1,335
Special Sedan	1,385
The De Luxe Sedan	1,515

GRAHAM BROTHERS COMMERCIAL CARS.

Chassis only (¾ ton)	G$ 925
Chassis and Cab complete	1,055
Express Body Truck complete	1,340
Canopy Body Truck complete	1,365
Screen Side Canopy Truck	1,380
Panel Side Canopy Truck	1,390

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	G$1,190
Chassis with cab seat	1,255
Chassis with complete cab	1,820
Express Body Truck complete	1,515
Canopy Body Truck complete	1,560
Stake Body Truck complete	1,595

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	G$1,640
Chassis with Cab Seat	1,700
Chassis with complete Cab	1,770
Express Body Truck complete	2,020
Stake Body Truck complete	2,080

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	G$1,760
Chassis with cab seat	1,815
Chassis with complete cab	1,895
Farm Body Truck complete	2,200
Stake Body Truck complete	2,200
Hydraulic Hoist Dump Body Truck complete 1-1/2 cubic yard capacity)	2,560

ESSEX SUPER SIX MOTOR CARS.

Touring	G$1,200
Coach (2-door)	1,250
Sedan (4-door)	1,300

HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	G$1,600
Coach (5-passenger)	1,960
Brougham (5-passenger)	2,260
Sedan (5-passenger)	2,440
Sedan (7-passenger)	2,560

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 426):

Phaeton (5-passenger)	G$3,200
Roadster (Rumble seat)	3,300
Sedan (5-passenger)	3,330

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

Touring (7-passenger)	G$3,410
Coupe (4-passenger)	3,440
Club Sedan (5-passenger)	3,480
Sedan (7-passenger)	3,570
Sedan Limousine (7-passenger)	3,670

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336):

Phaeton (5-passenger)	G$4,400
Roadster (Rumble Seat)	4,500
Sedan (5-passenger)	5,500

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343):

Touring (7-passenger)	G$4,660
Coupe (4-passenger)	5,040
Club Sedan (5-passenger)	5,780
Sedan (7-passenger)	5,900
Sedan Limousine (7-passenger)	6,000

The above prices are in U.S. Currency and are for delivery ex garage, Hongkong. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 Wong Nei Chung Road, Happy Valley.

NEW YORK'S TRAFFIC CONGESTION.

Narrow Streets—Tall Buildings.

(Special Article by Israel Klein.)

The narrow streets of New York, most congested city in the U.S.A., point a lesson to other communities on wisdom of planning possible city growth years ahead of time and of controlling its expansion in the future.

In this city, more than elsewhere, two opposites have met to the detriment of traffic—the narrow street and the tall skyscrapers.

Some streets in downtown New York, like Nassau Street shown here, have become so congested with pedestrians at busy hours, that automobiles are entirely excluded then and permitted only one-way thoroughfare at other times.

For the width of the streets present city administrators can't be blamed. But other cities are being warned against imitating New York in the construction of skyscrapers.

Here are veritable cities in themselves, sticking up into the sky alongside streets usually too narrow to handle the ordinary run of traffic. They're built in the hearts of cities, where street wers laid out years ago without the knowledge or forethought of future possibilities.

MILLION LOST DAILY.

The result is a situation like New York's, in many other cities striving to become great.

E. P. Goodrich, traffic authority, estimates that New York is losing $1,000,000 a day due to traffic congestion, and that it would cost billions in reconstruction to avoid this loss in the future. Elevated and surface car lines would have to be abandoned, two and three tiers of roadways would have to be built, tunnels would have to be dug and, most costly of all, buildings would have to be sliced off and arcaded to make room for the increasing traffic.

While he estimates the presence of about 835,000 vehicles in New York by 1930, his curve of figures goes sharply up until by 1960, he estimates New York's traffic to run up to 2,100,000 vehicles in the entire state to-day.

Since automobiles will increase elsewhere as fast as they will in New York, a jump of almost 300 per cent. in their number would cause considerable traffic difficulties in many cities of the country. Goodrich figures this jump on the comtemplated basis of five persons to each motor vehicle.

THREE PREVENTATIVES.

To avoid this possibility of congestion he, as well as most other traffic authorities, points to three proventatives:

First is the limitation in height of future buildings, to conform with the width of streets they face.

Second is the provision of adequate platting and zoning laws, for future spread of the city.

Third is the planning of future wide arterial highways.

Lack of these three is what caused present congestion, it is said. Even the adoption of these principles has to be such as to allow for flexibility in the future, A street that may appear ridiculously wide today may turn out to be sorrowfully narrow tomorrow.

ACCIDENTS INCREASE.

Grade crossing accidents are on the increase in the United States in spite of safety schemes and crossing elimination work being done in many sections, according to a summary of reports of all the large railroad lines of the country.

HENRY FORD "DISPOSES."

A London motor correspondent writes that the Ford Company's adoption of the British Dunlop pattern well-base rim has put the cat among the tyre trade pigeons. One of the largest European tyre makers (a onetime strong advocate of the old beaded-edge type) has now officially announced his capitulation and his adoption of the wired-edge and wellbase principle in tyre and rim manufacture. London motor trade circles are all agog with the news.

Until our new "boy" has had a chance of testing it, we shall not believe that the newly invented glass is really unsplinterable.

THIS WEEK'S STORY.

"Self-starter?" demanded the potential buyer.

"No, sir," replied the salesman, "but—"

"Water-cooled, of course?"

"No, sir but—"

"Four wheel brakes, at least?"

"Er—no, but—"

"What about lubrication?"

"Dry sump, sir," said the salesman more cheerfully.

"Good," pronounced the persistent one, turning away, "sumpin" accomplished, sumpin' done, anyhow!"

MUST SLOW UP.

When a motorist is blinded by the headlights of an approaching automobile he is legally required to slow up, according to many court decisions throughout the United States.

BUSES V. TRAMS.

LONDON TRAFFIC.

The motor bus, by proving that it can transport masses of people and give them convenient service, has earned its right to existence, says Mr. Alfred H. Swayne, vice president of the General Motors Corporation.

The progress of the bus in metropolitan London shows the value of this mode of transportation. In 1924 all of the tramways in metropolitain London carried 968,000,000 passengers as compared to 1,484,000,000 carried by buses.

In 1925 the tramways carried 978,000,000 passengers and the buses 1,671,000,000. The tramways' passenger list increased only 1.1 per cent. while the bus increase was 12.6 per cent.

CLOSED CARS POPULAR.

The production of closed cars amounted to 74 per cent. of the entire automobile production of the United States for 1926. This record was made despite the popularity of the roadster and open sport touring models.

"The convenience of personal transportation has changed the desires of people with respect to public transportation," Mr. Swayne points out. "People living off the car lines want service closer to their doors than it is possible for rail lines to give.

"Automotive men with whom I am associated believe that a proper and scientific co-ordination of electric railway and motor bus is the only solution for our local transportation problem."

BOYS TOO CARELESS.

During 1926 hundreds of boys have been accidentally killed by autos as a result of riding bicycles, says Mr. Albert W. Whitney, vice president of the National Safety Council.

MORE CANADIAN CARS.

The first 10 months' automobile production in Canada is registered as 187,536 vehicles, valued at $114,450,116. This is compared with a similar period last year when 142,567 vehicles, valued at $92,434,978, were manufactured.

The European Club at Shillong (Assam) has been completely burned down, the loss being estimated at over £7,500.

Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience.

The Prest-O-Lite Battery for your car

VOLTS	AMP. HOUR CAPACITY AT 5 AMPS	TYPE	CASE	DIMENSIONS IN INCHES L. W. H.	PRICE EACH	REPLACEMENT GROUP
6	15	63 MR	RUBBER	4¼X3¼X 6½	$17	CYC
6	80	611 RHK	DO	9⅛X6¾X 9⅛	$30	
6	85	A-613 JF	DO	DO	$35	
6	92	A-611 SH	RUBBER	9⅛X7⅞X 9¾	$50	1
6	100	A-615 JF	DO	10¼X6¾X 9⅛	$40	5
6	112	A-613 SH	DO	10⅜X7⅞X 9¾	$60	2
6	135	A-615 SH	WOOD	11⅜X7⅞X 9¾	$70	3
6	130	615 JKH-2	RUBBER	10¼X5⅝X 9¼	$70	CAD
6	160	A-617 SH	DO	13 X7⅞X 9¾	$80	6
6	180	A-127 SH	WOOD	12⅝X7⅞X 9¾	$65	7
12	60	1211 AHS	DO	17⅛X5¾X10⅝	$75	M/C
12	67	1211 SHK	DO	17X7⅛X 9¾	$95	12

GROUP No. Prest-O-Lite

1 Studebaker Light & Std Sixes, Roamer, Nash, Gardner, &c.
2 Studebaker Big & Spec. Sixes, Reo, Pierce-Arrow, Packard 6, Chrysler &c.
3 Case, Cole, Cunningham, Franklin, GMT, Oldsmobile, &c.
4 Auburn 4, Buick Std, Chevrolet Cleveland, Essex, Ford, Overland. &c.
5 Auburn 6, Buick M, Chandler, Hudson, Jordon 8, Oakland, Tem. &c.
6 Hupmobile, Marmon, Packard 8, Paige, R&V-Knight, Willys Knight &c
7 Dodge, Gardner 8, Graham Bros Truck, Franklin 22, &c.
12 Locomobile, Mack Truck, Stearns, Rolls & White
Cad Special Cadillac Battery
Cyc Motor Cycle Battery.—Harley Davidson, Indian, Henderson, &c.
M/C MORRIS replacement Battery.

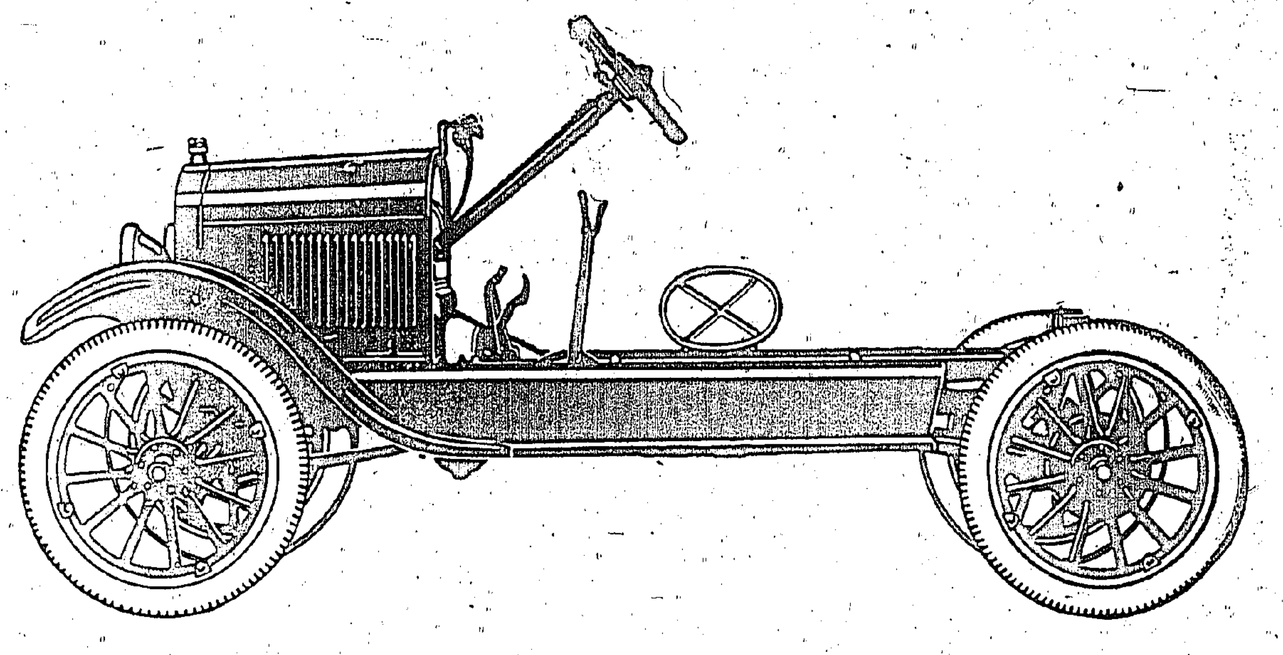
Prest-O-Lite

HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

25, Queen's Road Central Tel. Central 4759.

Ford



DO YOU KNOW THAT---

The largest and most successful motor car hire service in Shanghai uses the sturdy Ford chassis for the motive power of their cars, building bodies to meet their special requirements? This company operates 85 Ford units.

WHY?

Because the management of the Ford Hire Service realize from experience that the Ford chassis is the most suitable for hard gruelling service such as their cars naturally have to give. They appreciate the fact that only the very best materials are allowed to go into the Ford car, and that when there is occasion to replace any part, it is available locally at low prices fixed by the Ford Motor Company. The Ford Hire Service is in business to make a profit. Their choice of Fords is significant.

BUY GENUINE FORD PARTS.
DO NOT USE IMITATIONS.

ANDREW HARPER

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HONGKONG

Telephones: C 4895 and K 1216

Alex. Ross & Co. (China), Ltd.

Sub-dealer

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THE FORD COMMERCIAL CHASSIS

Delivered in Kowloon.

H.K. $920.00

Bodies Built to Order at Reasonable Cost.

Ford Motor Company

Detroit, U. S. A.

...T BERLIN SHOW.

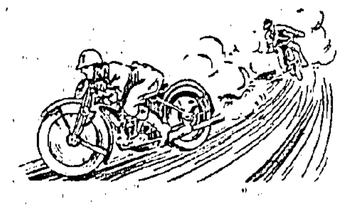
Automatic Gear-Changing Device.

A novelty at the Berlin Motor Show was an automatic gear-changing device, which relieves the driver from the necessity of changing gears by hand. The clutch pedal is made to serve two purposes; if drawn quite forward the engine is put out of gear and it can be retained in this position by means of a small safety catch. If the safety catch be released while the engine is running the connection to the first gear is automatically made, and when the vehicle has attained sufficient speed to go over to the second gear, this is automatically put in. This is perceptible to the driver from the greater pressure of the pedal against the foot, and if he allows the pedal to move in response to the pressure the change to second gear is accomplished; if, however, he resists the pressure, the car remains in first gear. In this manner the driver is able to control the automatic gear changing, and the same thing takes place on changing from third to second gear. A second pedal serves to put out the forward gear and reverse the car. This device does away with the necessity for frequently changing the gear by hand, and the gear changes and acceleration of the car take place much more rapidly.

A SPECIAL FIAT.

Attractive Two-Seater.

A smart little two seater recently arrived in the Colony, and may be seen at the Fiat temporary showroom at the Central Motor Garage, des Voeux Road. It is one of the 509 models finished on a really de luxe principle. The colouring is Dresden blue, the upholstery toning well with the body painting. The dashboard and panelling are done in rosewood, securing a most attractive effect. The majority of exposed metal fittings are nickel-plated and a special type of mudguard has been adopted. An ingenious arrangement provides room for a passenger on the dickey-seat. The engine remains the same, of course, with the exception one or two minor alterations. The general finish is excellent.



B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h. p. models completed the course without losing a single mark, and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE

CLASS "B"

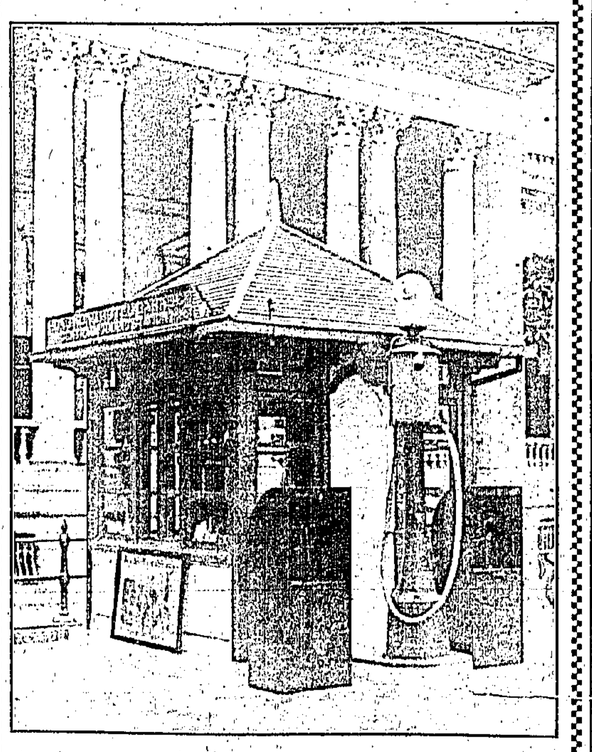
Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

SOLE AGENTS.

MOTOR SPIRIT **SHELL** MOTOR OILS



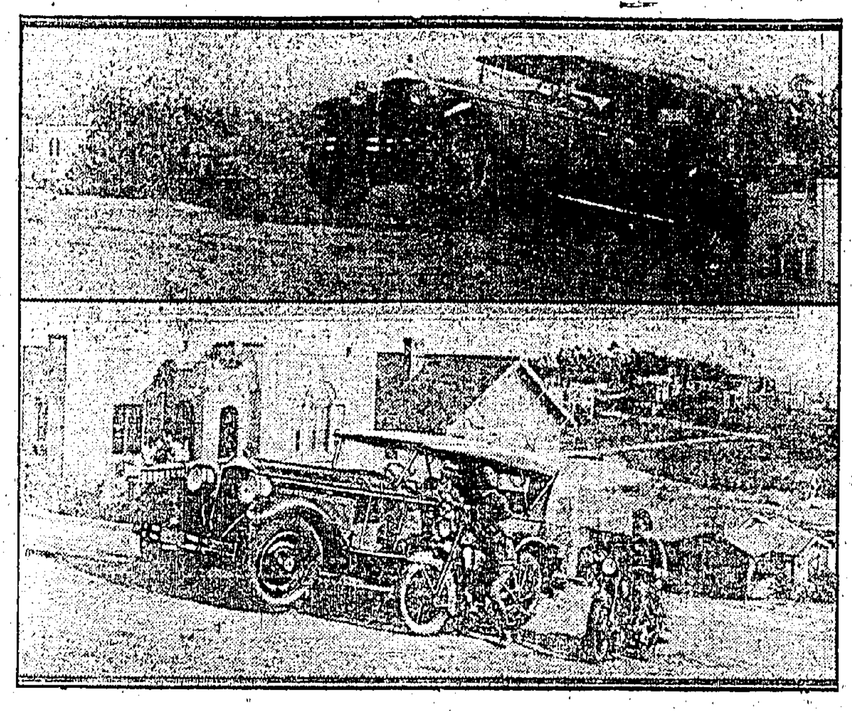
CENTRAL FILLING STATION

OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

PACKARD SURPRISES AMERICAN TRAFFIC POLICE.

58 Miles Per Hour Up Hill.



Micheltorena Street in Los Angeles offers one of the longest and steepest grades for an automobile in any American city. Few cars ever have climbed it in high gear. For that reason there were sage smiles when city police were appealed to by Mr. E. C. Anthony, automobile distributer, for special permission to exceed the 20-mile-an-hour speed limit on the street.

Mr. Antony explained that he wanted to test the capabilities of the Improved Packard Eight in hill climbing. He asked for two motorcycle policemen with motorcycles which could climb the steep grade of the street at speed far in excess of 20 miles an hour. Again wise, derisive smiles greeted him. "Yours or any other car will do well to climb the hill at all in high gear," he was told but he obtained two mounted men with special high powered motorcycles.

Mr. Frank Randall, service manager for Mr. Anthony, Pacific Coast Packard distributer, was at the wheel of the Packard Eight for the test. He turned onto Micheltorena at 25 miles an hour and entering the start of the grade pushed his accelerator to the floor board. The Improved Eight leaped away up the 25 per cent. grade with the two traffic officers in pursuit. At the top of the hill it was making 58 miles an hour. The street flattens out at the top of the grade sharply and so great was the speed of the car that it leaped into the air all four wheels off the ground.

WHY CARS CATCH FIRE.

Petrol On Hot Exhaust Pipe Not Enough.

By Capt. E. de Normanville in *The Daily Chronicle.*

A reader who had the misfortune to be indirectly connected with an accident in which a car caught fire raises an interesting query.

"Would it not be better," he asked, "to arrange the vacuum feed petrol tank well away from the exhaust pipe? In this case it, was right above it, which is considered the cause of the accident."

The suggestion is sound, though I am personally not satisfied that such a position would be the cause of fire in an accident. But as such a position would only entail a few extra inches of copper pipe, it is a reasonable one.

In cases where cars or aeroplanes catch fire in an accident, it is always a matter of extreme difficulty to say precisely" how the fire started.

The popular belief that petrol failing on a hot exhaust pipe will cause a fire is quite erroneous. It does not.

I witnessed some experiments in an engine-testing shop some months ago, when petrol was poured on a glowing hot exhaust pipe. It sizzled like water—and would not light.

Light Essential.

The danger of such a thing is found in the highly inflammable fumes which are thus generated.

But it needs a light actually to fire petrol or petrol fumes. When there is a mystery as to the cause of such a fire, the answer will probably be a spark from a shorted electrical wire, or a "flaming" pop back to the carburetter.

Consequently I think it is rather in these directions than in the position of the petrol tank or subsidiary tank that more precaution would be beneficial.

MOTOR BUS USE.

Europe has 30,000 motor buses in operation in comparison with 80,000 in the United States. In the United Kingdom the number of buses is estimated to be 18,000, of which 5,500 are in London.

CENTRAL EUROPE MOTOR-ROAD.

To Link Up Industrial North Italy.

The final details are being dealt with by German, Italian, and Swiss experts for the building of the great motor-road which is to ink up industrial North Italy with the chief industrial countries of Central Europe. At Milan the road will branch off to Genoa and to Venice; and the Venetian section will sub-divide at Verona to join up with Bologna.

At first Austria obstructed the plan from political reasons, but her objections were overruled by her own people in the Upper Tyrol, who expressed themselves very decidedly in its favour. So much was this the case that Austria is now planning two main motor-roads, one to Vienna and the other running south into Styria.

ROADS VEHICLES BILL.

"I hope to have the opportunity of introducing before long a Bill with the object of amending, and to a large extent consolidating, the law relating to road vehicles, and at the same time repealing a number of older enactments," said Col. Ashley in the House of Commons the other day when answering a question. Such legislation has long been overdue, and, although talked about for some time, has as yet failed to materialise. What will 1927 produce, we wonder?

SKATING RINK ROADS.

Sir Henry Maybury, speaking at the annual luncheon of the National Federation of Granite and Roadstone Quarry Owners at the Grand Hotel, London, reminded the quarry owners that in 1924 they had sent out something like 11,000,000 tons of material for the highways of this country. The number of additional vehicles put upon the highways in ten months of this year, as compared with the corresponding ten months of the previous year, was 300,000.

Sir Cooper Rawson, M.P., said that some roads paved with granite had been down for nearly thirty or forty years. "If we have such roads as those," he asked; "why go round hunting for the skating rinks which are called roads at the present time?"

Inspecting the work at New Welfare Scheme at Nelson (Glam.), Mr. Finlay Gibson said that its site was the prettiest of the 180 schemes in South Wales.

MOTOR DRIVING.

A New Danger Sign.

(By H. Massac Buist in *The Observer.*)

From the earliest days of motoring in these islands, the problem of warning drivers by signposts has been acute, chiefly because, in the beginning, local bodies, or at most county organisations, undertook the work. At first there was no country-wide scheme, such as has been a feature of French road sign posting since the inception of the movement. An inevitable result has been that some of the signs most indicative of danger have been set up in this country where there is none save in the imagination of some local bigwig who has wished his prejudices and ignorance to receive full expression. Consequently many warning signs achieve the effect of crying "Wolf! wolf!" too often, with great increase of danger elsewhere, because drivers cease to regard a given type of sign when it is set up indiscriminately.

Of recent years there has been a welcome, if tardy, tendency to exercise more reasonable discretion in the setting up of danger signs, and the evolution of our road system has removed the necessity for a number. The problem, however, still remains as to what value to attach to any given danger sign.

In these circumstances the Royal Automobile Club is to be heartily praised for having evolved an enamel iron sign, 2 ft. square, bearing the words "Danger. Use Extra Caution," in white letters on a red ground. This is issued free of charge, but it is expected that the Road Authority will undertake its erection and maintain a suitable post. It must be understood, too, that it will not be provided until a full inquiry into the circumstances convinces the club that its use is absolutely justified by reason of the source of danger being hidden and its being of an exceptional character.

Therefore such a sign will not be issued to indicate danger that would be immediately apparent to a careful driver, as at ordinary cross-roads or at side roads. Applications for the issue of the sign should be accompanied by a sketch plan of the site on which it is proposed to erect it, indicating the suggested position and the nature of the particular danger of which it is intended to give warning.

DUKE OF YORK'S TROPHY.

At the last committee meeting of the Marine Motoring Association it was resolved that the competition in August next in Southampton Water for what is called the Duke of York's Gold Trophy for Motor Boats will be conducted under a new system of points. Thereby the Trophy will be awarded to the country of origin of the boat gaining the highest average of points in a series of three races, for each of which 4 points will be scored by the winner, two by the boat gaining second place, and one point by the third boat home. Thus the races will now be confined definitely to three days, whereas under the old regulations racing took place from day to day until one country had won two events.

BALLOON TYRES.

Balloon tyres are sufficiently different in construction to require different repair treatment, even when making roadside repairs. For instance, a close-woven fabric patch should not be used in balloon tyres even though it is very satisfactory when used in regular tyres.

A close-woven fabric patch is usually heavy and stiff and does not flex easily enough to become an integral part of the balloon unit and as a result may cause serious injury. Special balloon tyre patches may be purchased which are light and thin, yet possess great strength with suppleness and flexibility.

A plaster cord patch has been designed for balloon tyres which serves the same purpose as a blowout patch in regular tyres.

Known to travellers the world over, the premises of Messrs. Thomas Cook and Son, Limited, in Ludgate-circus, are to be sold by auction in March. The sale follows the removal of the head offices to Berkeley-street, Piccadilly.

Beauty that will endure

Exceptional beauty of line and finish—roomy comfort—market smoothness of operation.

Qualities characteristic of Dodge Brothers Special Sedan, which is notable also for the same sturdy construction and reliable performance that has distinguished Dodge Brothers Motor Cars since their inception.

For those who desire an impressively luxurious closed car, finely ventilated and cool in summer, which offers protection equally from cold, heat, dust and rainstorm, this car is ideal.

THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 or 1247

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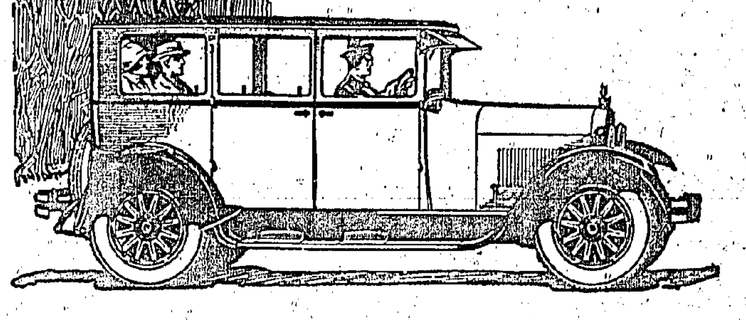
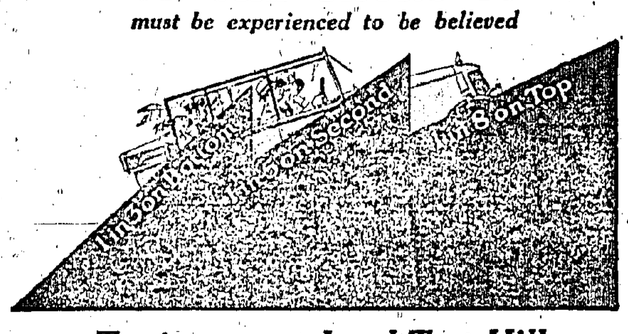


Special Sedan - - - G$1,385
De Luxe Sedan - - - G$1,515
Delivered

DODGE BROTHERS MOTOR CARS

THE MARVELLOUS CLIMBING OF THE SHORT 18

must be experienced to be believed



Try it on your local Test Hill and be convinced.

Six Cylinder smoothness and ease. Overhead valves. Large four-wheel brakes. Small turning circle. Roomy and restful four-door bodies. Ample accommodation for Everyone and Everything.

These wonderful cars await your inspection and trial.

"SHORT 18" 6 Cylinder

ARMSTRONG SIDDELEY

From £450 Ex Works

Dunlop Tyres. All-British.

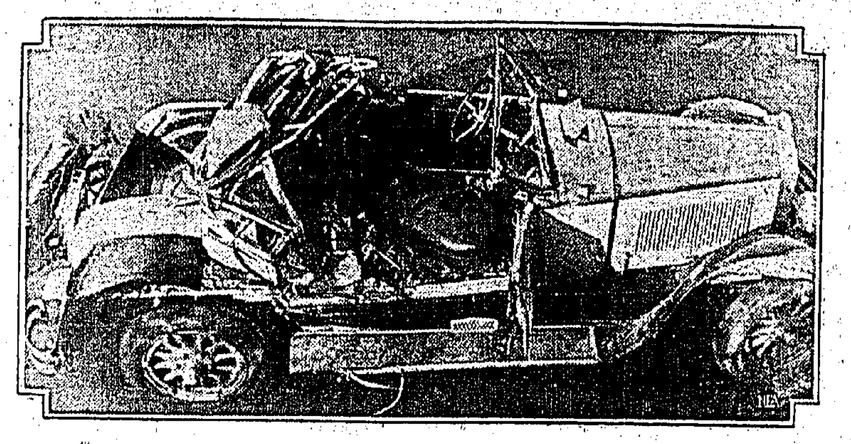
THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Phone C. 4759. Phone C. 4601.

A WONDERFUL NEW SIX AT A WONDERFUL PRICE.

CAR STILL GOING AFTER SEVERE SMASH.



A bootlegger, hotly pursued by prohibition agents near Clinton, Md., U.S.A. was in too much of a hurry to turn out for a telegraph pole. Here's what happpened to the car, which was taken to Washington under its own power despite its condition. What happened to bootlegger is not known; he was thrown clear of the wreck and escaped.

AMERICAN RECORDS.

Competitive Speeds.

The contest board of the American Automobile Association has made public the official national competitive speed records of standard 91½ cubic inch engine racing automobiles for distances of from 5 to 400 miles. Three men hold the records for 11 distances. Earl Cooper holds the record for the 5, 10, 25 and 200-mile distances. Harry Lockhart has gone faster than any other man in the 50, 100, 150, 300, 350 and 400 mile distances. Dave Lewis holds the record for the 250-mile event.

MOTOR INDUSTRY HEALTHY.

Sir William Letts In U.S.A.

The healthy condition of the motor car industry in Great Britain is the high note sounded by Sir William Letts, managing director of Willys-Overland Crossley, Ltd, Manchester, England, in an interview during his annual visit at the Toledo, Ohio factory of the Willys-Overland, Inc.

On his twenty-fifth visit to the United States, each one made in the interests of the automobile industry, Sir William declared that the English Willys-Overland company is experiencing a very successful era with the most complete line in the history of the organization.

The message of prosperity in motor car industry in England is received with great interest in American financial centres since the general prosperity of this industry reflects to the good of business conditions in general. This in spite of the adverse effects of the prolonged coal strike. The chief effect of the coal stoppage, he said, has been to interfere with the supply of raw material.

On his arrival in Toledo, Sir William gave the first hint of Willys-Overland plans to keep in advance of the European manufacturers in supplying the Old World with cars of a popular type.

"I came here to consult with Mr. John N. Willys on important matters regarding an increased manufacturing and assembling programme at our Manchester factory," Sir William declared, "and I believe he has another surprise for me in the shape of something very interesting for our English and export market, and I am most anxious to know what it is. Mr. Willys promised that he would always keep ahead in supplying the European market with the right model."

More than 264,000 persons attended the Olympia automobile show in London, last year Sir William declared, adding that the Willys-Knight cars and Whippets received a warm welcome. Commenting on the popularity of the Willys-Knight cars in Europe, Sir William said,

"These cars are very popular, not only in England but on the continent as well. The Willys-Knight sleeve-valve engine used in this car is of the same type as that in the Daimler cars, which are used by their Majesties, the King and Queen of England and by many of the most distinguished people of Britain.

"Four-wheel brakes," Sir William said, "are firmly established in Europe. In fact, a car not so equipped is a noticeable exception."

Referring to the new Daimler "Double Six" which was shown for the first time at the Olympia motor show, Sir William declared "This is regarded as one of the most advanced cars ever produced in England and it is interesting to note that the engine is of the sleeve-valve type as is standardized on the Willys-Knight line."

Sir William Letts enjoys the distinction of being a leader in the automobile industry in Europe. He is Past President of the Society of Motor Manufacturers and Traders of Great Britain and his plans and announcements are always keenly received by the motor Industry in the British Isles.

JOIN

THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

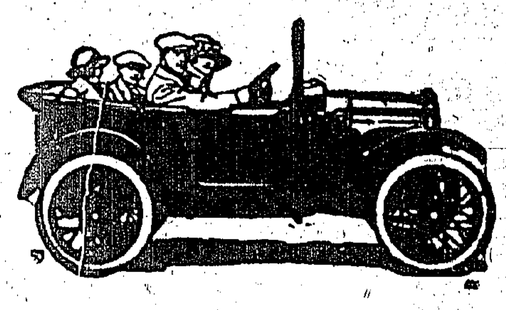
10% Off Motor Car Insurance
Free Legal Advice.
Free Mechanical Advice
Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership, etc. to

REV. G. E. S. UPSDELL
Hon. Secretary,

P. O. Box 116.

GET YOUR 1927 AUSTIN SEVEN NOW FOR 25% DOWN



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Stocks Carried

ALEX. ROSS & Co. (China), Ltd.

HONGKONG.

and

The Kowloon Motor Car and Cycle Exchange Co.

KOWLOON.

DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

Within a few seconds of the centre of the City, a new garage has opened where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accomodation.

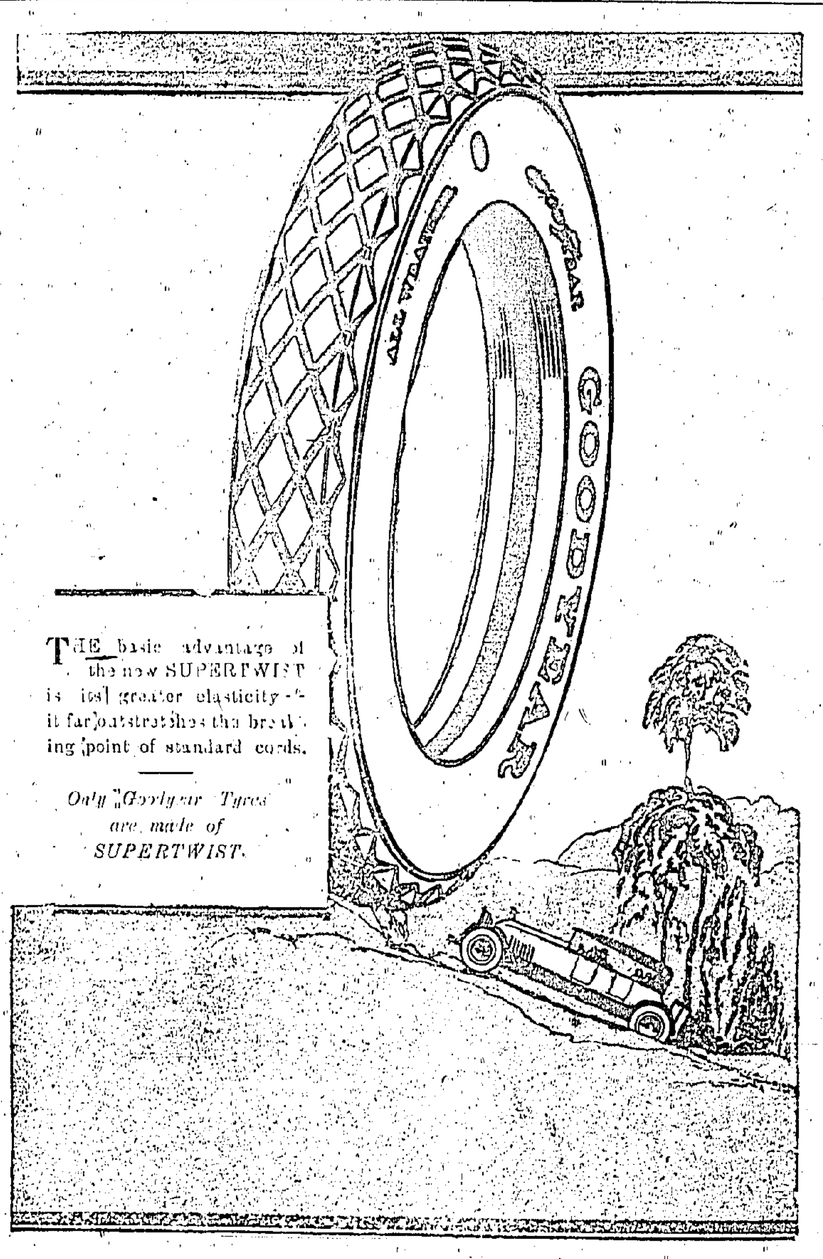
Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)
All Cars.....$15.00 per month or $1.00 a day
Motor Cycles.....$ 7.50 " "

THE CENTRAL MOTOR GARAGE

Old Fire Station Building. Des Vœux Road.

Telephones C. 2196 and 4021.



THE basic advantage of the new SUPERTWIST is its greater elasticity—it far outstrips the breaking point of standard cords.

Only Goodyear Tyres are made of SUPERTWIST.

Next Time Buy

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CORD TYRES

Made with SUPERTWIST

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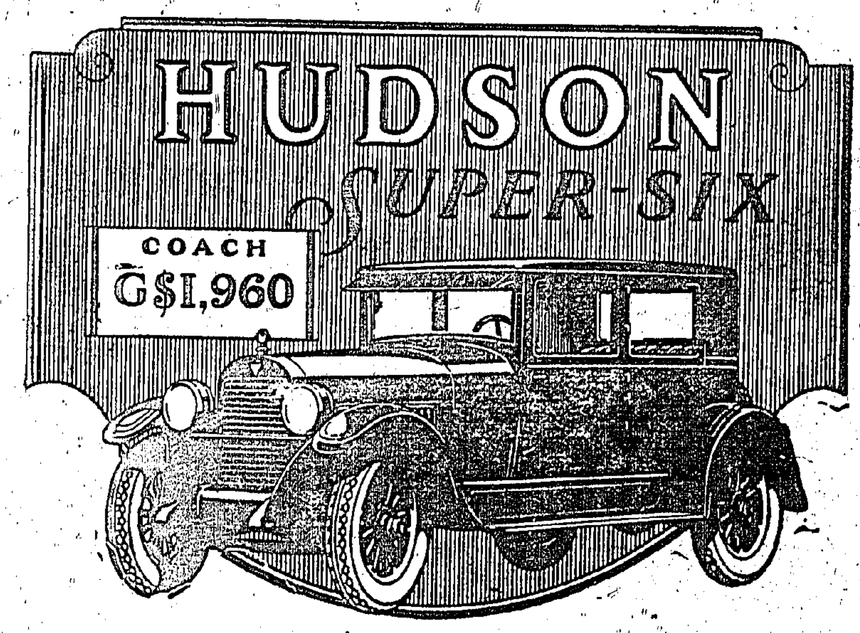

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Hudson's position as the world's greatest value is not merely a new attainment. For ten years the Super-Six has stood alone in mechanical supremacy. Basic patents have kept others from copying its motor. The smoothness and long life it gives are exclusive. No motor has yet equaled the Super-Six in smoothness and long, economical car life.

Because of its simplicity, the Super-Six has always enjoyed manufacturing advantages that permit a lower selling price than is possible with more complicated types.

The Coach has long been acknowledged the "World's Greatest Buy," because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivaled position. They have all the distinction of finest custom-built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Hudson 7-Pass. Touring G$1,600. Hudson Brougham G$2,260. Hudson 7-Pass. Sedan G$2,560.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO., LIMITED

99 WONG NEI CHUNG ROAD HAPPY VALLEY

MIXED GRILL
By A Merry Miscellany
Ashley Sterne

A friend of mine who was present at the recent Hastings Chess Tournament has asked me what ideas I can suggest for gingering up the game and making it more attractive to the spectators. Well, in the first place I would suggest that when you want to take one of your opponent's pieces you shouldn't waste time endeavouring to manoeuvre its capture, but be allowed to fight him for it. But if this appears to be too boisterous and brutal a method, the piece might be scrummed for, as in Rugger. Then I think that players might be permitted to move more than one piece at a time. To be able to move your queen and both your rooks simultaneously would certainly tend to make the game far less tedious and protracted, especially if the pawns were abolished. Pawns, I find, are only a nuisance, forever tripping up the other pieces. Lastly, considering that the whole object of the same is to "check" your opponent's king into such a position that it can't move, why not have the kings permanently rivetted on to the board? Then, since they would be unable to move from the very outset, the object of chess would be accomplished automatically, and everybody concerned could go to a Cup Tie instead.

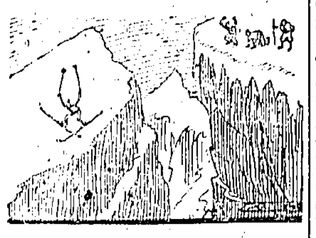
* * *

Two Nature Notes. (1) A fox which was being hunted by the Gellygaer and Talybont hounds the other day attempted to take refuge in an empty salmon tin. The poor thing evidently preferred the can-can to the fox-trot. (2) A wild boar which was being hunted near Rangoon sought sanctuary in a native temple. And ever since, I imagine, the distinctive feature of that pagoda has been its pig odour.

* * *

Sir Michaelmas and Lady Day with their charming daughter, Miss Quarta Day, are paying their annual visit to Zotosplatz (Upper Gungadin, Switzerland) for the winter sports. They are staying at the Rotteneg, which boasts many distinguished visitors, including Prince Poodel of Pomerania, the Duke and Duchess of Camembert and their daughter, Lady Laetica St. Ivel (who won the ice stilt-walking race last year,) and the Earl and Countess of Slapcabbage and Buggins (pronounced Slage and Bones). In addition, their Inane Highnesses the Phosphate of Tungsten and the Sulphide of Magnesia, with their respective suites, are both expected early next week. Special red snow is being laid on the railway platform in preparation for their arrival.

The ski-jumping contest was held yesterday, and was won by



Bjonk Bjonksen, the Danish competitor, with a jump of 5000 feet. He took the wrong turning and went clean over the famous precipice of the Inkhorn. The handsome trophy—a solid zinc cuckoo-clock—has consequently been handed to his widow, suitably engraved upon the face. I mean, of course, the clock's face, not the widow's.

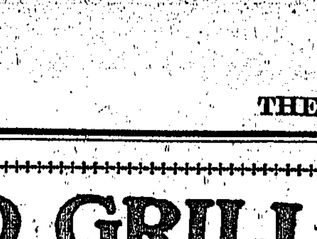
* * *

Professor Sievers of Leipzig has invented a method whereby criminal's voices may be phonographically recorded without the criminals' knowledge. Detectives needing to identify criminals by this means are requested to ask for "His Master's Voice" records.

An American author, I see, has compiled a list of "the world's ten worst writers," in which he cites among others the name of Walt Whitman. Personally, I have a tremendous admiration for Walt, if only because he started what you might call the "free-wheel"... style of poetry-poetry which goes on and on without ever once stopping to rhyme or to scan and full of the most amazing words and expressions which nobody ever dreamt of using in poetry before Walt came along. Indeed I often take him as my model, as you may see from the following excerpt taken from my long poem, "Lifeboat Saturday in Schenectady":—

I bumped my nose on Brooklyn Bridge—wallop!
And all Manhattan roared its mirth,
(O impertinent, jejune Democracy,
With your ululant uvulas and rancous larynxes!)
Sparks bright as a houri's belladonna'd orbs
Danced furiously Charlestones before me;
A dull dark-green pain, like gumboils, assailed my nostrils;

I burst out into nettle-rash;
I longed for Analgesia,
For some analeptic catholicon;
And then somebody chucked a hot dog at me—wump!



(O the Incomprehensibility of the Indeterminate!
O the Pusillanimity of the Isomorphous!)
Bring me some turmeric, camerado.
I'm fed up to the back teeth with Manhattan.

No, don't ask me what it all means. I don't want you to understand it. "To be great," said Emerson, "is to be misunderstood." And if the converse is also true, I hope one day to be great.

* * *

I read with dismay that a Stepney schoolboy, after pilfering a pinch of snuff from a tray on a tobacconist's counter, was taken with so violent a bout of sneezing that he fainted from exhaustion. After that harrowing experience he will doubtless be in disagreement with the old copybook maxim which asserts that "Snuff's as good as a feast."

* * *

Another long cable just to hand from Bombay tells me that Professor Barmion Crumpett is still looking for a teacher of snake-charming. He complains that he is severely handicapped by his ignorance of the native tongue. The other day he stopped a native on the maidan who looked as if he ought to be a snake-charmer, and by some means of elaborate pantomime tried to express what he wanted. The follow promptly ran off and returned with a fire-engine. Thinking he might have better luck in the native bazaar, Crumpett repaired there and again approached a likely-looking individual. He repeated his little dumb charade, whereupon the man gave a nod of comprehension, retired into his shop (he was a second-hand dealer), and presently returned with a stomach-pump, a door-mat, an oleograph portrait of Sir Rabindranth Tagore, and a complete set of disused false teeth. teeth.

The idea of securing the services of an interpreter doesn't seem to have occurred to the Professor. He has a perfect passion for ignoring the obvious. If, for example, he breaks a bootlace, his solution of the difficulty is to buy a new pair of boots.

SUPER CINEMAS.

A NEW PLAN FOR LONDON.

London, 1st February: There is a project on foot for the establishment in London of 40 super-cinemas costing £2,500,000 most of which would accommodate from 3,000 to 4,000 people.

The cinemas would be equipped with luxurious dante halls and cafes.

The London County Council authorities would be glad if the small cinemas were wiped out.

At present there is a phenomenal demand for cinemas which are changing hands at continuously increasing prices. Fifteen such sales in the provinces fetched £700,000.

Three stowaways were recently landed at Plymouth from the Union Castle liner Sandgate Castle, bound for New York from Southampton.

INDUSTRIES FAIR.

VISITED BY KING AND QUEEN.

London, Feb. 25.

Their Majesties the King and Queen to-day visited the British Industries Fair in London.

Their Majesties made a thorough inspection of the exhibits, being particularly interested in those of the Dominions and Colonies.

His Majesty asked and was given much information about the progress of various Empire industries. He expressed his congratulations on the increase of the Rhodesian tobacco crop.

When the King visited the British Industries Fair last year he remarked that it was a scandal that foreign typewriters should be in use in this country in preference to British machines. He was told today of an increase of 400 per cent. in the orders for British typewriters since the last exhibition.

On leaving, the King and Queen assured the organisers that it was the best British Industries Fair that they had seen.—*British Wireless.*

LOCAL WILL.

THE LATE MR. J. N. GOOSMAN.

Letters of administration with the will annexed in respect of the estate of the late Mr. Johann Nicolas Goosman, late of Bremen, Germany, who died there on February 19th, 1926, have been granted to Mr. D. J. Lewis, solicitor, Johnson, Stokes and Master, appointed attorney to the executors, Dr. J. R. Daniel Danziger and Armin Haupt.

Deceased left estate in Hongkong valued at $17,600, and in his will he bequeaths all his property to relatives.

In his will, deceased gave orders "that after my death my body shall be cremated and that the text of the memorial service sermon shall be from Corinthians 2, Chapter 5, verse 1 "For we know that if our earthly house of this tabernacle were dissolved, we have a building of God, a house not made with hands, eternal in the Heavens."

Deceased, who, it is understood, left the Colony on the outbreak of the Great War, also instructed that after the cremation, the ashes should be placed in the family vault, at Waller Cemetery.

EMPIRE TIES.

THE VALUE OF FLIGHT.

London, Feb. 25.

Sir Samuel Hoare, Secretary for Air, and Lady Maud Hoare, were guests of the Overseas League at lunch in celebration of their recent flight to India.

Sir Samuel Hoare said: "I am more convinced, the more I study Empire questions, that the British Empire depends first and foremost upon its communications, and that the aeroplane and the airship are the instruments that can give us that quicker and closer intercourse which will bring closer unity. I look back on the tour, as the beginning of a better system of intercourse between one end of the Empire and the other and as an instrument in making it easier for us to solve our problems and to understand each others' viewpoint."—*British Wireless.*

A RAZOR SURPRISE.

AUTO-STROP FOR $1.25.

Messrs Whiteaway, Laidlaw & Co., Ltd., have made a notable addition to their "Standard Values" by contracting with the makers of the well known "Valet" auto-strop razors to supply a specially packed outfit which sells at a surprisingly low price. The explanation is that this firm place huge orders with factories for the supply of their merchandise, and in the present instance, the magnitude of the contract influenced the makers to meet the requirements of Whiteaway's.

The outfit is attractively packed in a leatherette case which contains one "Valet" razor, three blades, one strop and blade case, the price is $1.25! Assuredly excellent value.

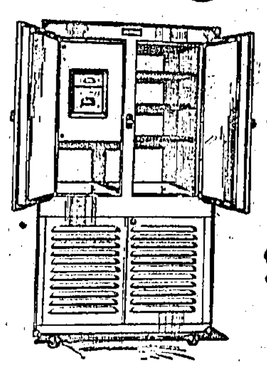
A protest against special jurymen being called away from business to try ordinary street accident cases was made by Sir W. F. Taylor, K.C., presiding judge in the Liverpool Court of Passage.

MAN-HANDLED!

When your ice is brought to your door it is man-handled.

Avoid all risk of food contamination by purchasing a

Frigidaire



Call and inspect the demonstration set at the Showrooms of LOWCOCK & HO *31, Wellington Street.*

Frigidaire THE ELECTRIC REFRIGERATOR OF MODERN HOMES
PRODUCT OF GENERAL MOTORS

Sole Agents:—Hongkong and South China
THE UNION TRADING CO., LTD.
Prince's Building.

J. E. H.

NASTY EXPERIENCE.

THREATS TO POLICE RESERVIST.

A Chinese member of the Police Flying Squad had a nasty experience last night, when he was returning to Taikoo after special police reserve duty.

It appears that when he reached the junction of Queen's Road West and Queen's Street, his machine skidded and fell over, pinning the rider, named Yung Sun-tin, underneath. A crowd started to gather, shouted in Chinese "Strike him to death!" Fearing that the crowd might become dangerous, Yung drew his private automatic pistol and fired several shots into the ground. No-one was injured however, and Yung was soon rescued from his predicament.

TROPICAL DISEASES.

FIGHTING MALARIA IN MALAY.

London, Feb. 25.

Sir Ronald Ross, interviewed on his arrival Home after studying tropical diseases in the East, said that the medical authorities were devoting greater attention to combatting malaria in Malaysia, where the planters realised the value of the prevention of disease.

The medical authorities were not sufficiently advanced in India.—*Reuter.*

"THE FRESHMAN."

FUNNY FILM AT THE STAR.

The adventures of Harold Lloyd, in his ultimately successful endeavour to become the most popular man at his College, are told in a most amusing manner in "The Freshman," which is being shown for the last time to-day at the Star Theatre, Kowloon.

Throughout, the picture is one huge laugh; there is not a dull moment in it. Especially towards the end is excitement tense, when Harold, amid many humorous incidents, wins the big football game for his college, thus reaching the pinnacle of fame. Those who have not seen the picture, should take the opportunity to-day for it is one of the funniest films that has ever been shown in the Colony.

U. S. FARM BILL.

VETOED BY PRESIDENT.

Washington, Feb. 25.

President Coolidge has vetoed the Farm Relief Bill.—*Reuter.*

President Coolidge found the Bill economically unsound and declared that the equalisation fee on cotton, corn, wheat, rice, hogs and tobacco amounted to discrimination in price-fixing and an economic fallacy which would not benefit the farmer while raising the cost of living. He also quoted the opinion of the Attorney General that the measure was unconstitutional.—*Reuter's American Service.*

[A former message explained that "an interesting situation has been created as the result of the House of Representatives passing the Farm Relief Bill, which has caused the liveliest controversy. The Bill was largely supported by important agricultural interests in the Middle East, but was strongly opposed in the East. President Coolidge and Mr. Mellon were known to disapprove of the measure but the question arises whether President Coolidge can afford to lose the Farmers' vote by vetoing the Bill in the event of his intending to stand for the Presidency next year.]

RECENT KOWLOON WEDDING.

Group taken at the wedding, at St. Andrew's Church, Kowloon, of Mr. V. Petherick and Miss Cissy Hast. (Photo: Ming Yuen; Photo-engraving by *S. C. M. Post*).

FOR THE HONGKONG RACES.

The blonde, the brunette, whether *petite*, statuesque, of average size, or of outsize build, will find clothes for every hour of her day at

POWELLS.

Distinctive in line and design, beautiful in colouring, material and finish, win approbation from the most critical.

The cultured taste which selects the appropriate hat and gown, always demands—

"FAVORITE" SHOES

THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. *Ask your Doctor!*

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—
W. R. LOXLEY & Co.

"CASCADE"—pure malt and hops, made in accordance with the pure food laws of Canada!

Do not accept cheap Beers, often containing injurious chemicals!

Insist on Cascade—the "Beer without a Peer."

Everyone sells it!

REPULSE BAY HOTEL

A SPECIAL RACE WEEK

DINNER DANCE

WEDNESDAY, 2nd March, 1927

(Fancy or Evening Dress)

Dinner $4.00 per head

Late Bus to The Hongkong Hotel 12.30 a.m.

TABLES MAY NOW BE BOOKED

THE HONGKONG AND SHANGHAI HOTELS, LTD.

CHATEAU CARBONNIEUX

in Quarts and Pints

A really magnificent Graves

CALDBECK, MACGREGOR & COMPANY, LIMITED.

(Incorporated under the Companies Ordinance of Hongkong.)

15, Queen's Road C. Telephone 75 Central.

THE WORLD LADIES' AND GENTLEMEN'S

HAIRDRESSING SALOON,

58, Nathan Road, Kowloon.

Splendidly situated in the Heart of the European section.

Competent, experienced hairdressers assuring stylish cut.

Elegant equipments and good sanitary conditions throughout.

Most up-to-date machine and method for Permanent Wave. Price very reasonable.

We open daily from 8 a.m. to 8 p.m. except Sundays, when the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.

JUST ARRIVED

Another Shipment of the new

BRUNSWICK

ELECTRIC LIGHT RAY RECORDS

on which are recorded all the new

DANCE SUCCESSES

Come in and hear these before they are sold out.

BRUNSWICK HOUSE

17, Ice House Street.

BEST BRAND IN THE MARKET

NEW

PENNANT—BEER

35 cents only per Quart Bottles

Try it, it MAKES YOU more Cheerful and Vigorous.

SOLE AGENTS:

MITSUI BUSSAN KAISHA LTD.

"RICKSHAW" BRAND

CEYLON TEA

Cheapest and Best

From all leading Compradores.

PRICE $1.00 PER LB.

Be Guided by the Quality—*Not the Price.*

EMPLOYERS OF EDUCATION.

OFFICE ENCOURAGED AT EXPENSE OF FACTORY.

Is the employer satisfied with the product of the public elementary schools?

This problem was the subject of a debate at University College, organised by the Association for Education in Industry and Commerce, Mr. George Cadbury, President of the Association, was in the chair.

Mr. Cadbury said that an inquiry had just been conducted by the Association. As a result of that inquiry he could say that as a whole, employers had very little to criticise or to find fault with in the system of elementary education. Indeed, they would like to congratulate the teaching profession on the way in which it carried out its arduous duties.

"The real trouble was that elementary schools were trying to fulfil the twofold purpose of a preparatory school and a finishing school. His Association complained that the curriculum was over-crowded. There was too little in the way of holding up to young people the romance of industry, too little attention given to the fact that the factory, and not the office, was the main place. They should be taught that the administrative jobs could not be done properly by people without factory experience.

Lord Riddell, who, for some months past, has been holding conferences of teachers and local employers in many parts of London, said his experience was that the lower classes produced some of the best brains they had. Generally speaking, the education given in the elementary schools was sound. The people of these islands must live mostly on their brains, which were largely underrated.

In the London School of Printing, of which he was chairman, they had to spend 25 per cent. of their time in the teaching of primary subjects. Very few were able to spell properly, most of them wrote badly, and it was difficult to find pupils who could read aloud properly. He was bound, however, to say there were some very bright people among them. At a recent examination of these pupils, some good ideas, of which the directors had never thought, were forthcoming from the pupils, but the spelling and writing were far from satisfactory.

Mr. T. G. Tibbey, the head teacher of a London Central school, said the brighter children always chose the commercial in preference to the industrial side of such schools. They must try to get their brighest minds into the factory instead of into the office.

In the discussion which followed, a Battersea continuation school teacher (Mr. Bell), said that young Bolsheviks were made, not from Russia, or by Mr. Cook, but by that type of industry which employed a boy at 14 and turned him out at 17.

MOSCOW INTERVENES.

COMMUNISM COLLAPSING IN AUSTRIA.

Vienna, January 19.—There can be but little doubt that the Communist Party in this country is approaching the end of its existence. The Communists were never very strong in Austria, and have greatly suffered from internal dissensions.

Dr. Frey and other active members, who were excluded from the party because they held opinions of their own, are going to form a special group. This group wants to canvass the factories, with a view to securing 200,000 votes and signatures to enforce a Referendum on the proposal that "the property of the Catholic, Jewish, and Protestant Churches, and of the Hapsburgs" should become public property and be used for extending the construction of water-power works, for the electrification of the railways, and opening up new possibilities to labour. The soil, incidentally, is to be allotted free of charge to labourers, unemployed, and farmers.

But the chances of this "Opposition" are as insignificant as those of the "loyal" remnant of the Communists, who have appealed to Moscow for help, whence a commission is to arrive here in a few days in order to deal with the incorrigible elements.

EXIT "MA" FERGUSON.

A FARCE OF POLITICS.

"Ma" Ferguson, Governor of Texas, goes out of office on Tuesday, recently wrote an American correspondent of the London *Observer*, after a riotous term. She was the first woman to be elected Governor of an American State, and no one would say that she has not given Texas and the American Press value for their money. For two years she was an unfailing fount of diverting news copy, and she returns to private life in the glory of having scattered pardons by the thousand among the ranks of convicted criminals. The story of "Ma" Ferguson is the wildest farce of recent American politics.

She won the Governorship of Texas in 1924 after a rollicking battle with the Ku Klux Klan, which was then in the flush of its power in the South and South-West.

Mrs. Ferguson was not a political woman. She had been, as she said, a housewife for thirty years and nothing more, and she "hadn't a thing but commonsense." But she had a husband, known throughout the State as "Farmer Jim," and he knew what he wanted. Elected Governor ten years ago, he had been impeached for the maladministration of public funds and dethroned. He was determined to get back, but was stopped by a legal injunction which declared that his name could not be put in nomination. That being so, he called his wife to the rescue, and she was willing enough.

The election was, as they say, "a scream." Texas belongs to the Solid South and is all Democratic. The fights therefore take place within the one party, and Mrs. Ferguson's only serious opponent was the nominee of the Ku Klux Klan. "Ma" had no political weapons, but since in Texas they fight about Mother and Home, Church and Drink, she was easily a match for the Klan champion. "Me for Ma" was the badge worn by her adherents. "Not Me for Ma—too much Pa!" her enemies retorted. And, as Texas was soon to discover, her enemies were abundantly justified.

Pies and Plums.

No sooner was the Governor installed than it was seen that "Farmer Jim" was again in the saddle. Of course he was, said Ma. She was the best pie-maker in her country, and a grandmother; but that did not make her a statesman, and she had always depended upon Jim. The couple had been in charge of the Government of Texas only a few months when the rumours of malpractices took shape in definite accusations. A public fund was raised to finance an investigation into the Ferguson regime. Ma, who possesses at least one valuable gift—that of snappy phrasing—said that they were attacking under cover of an inquiry into foot-and-mouth disease, but "it is my foot, my mouth, my eradication!"

The spearhead of the attack was one Dan Moody, Attorney-General of the State, whom Ma had looked upon as one of Jim's special proteges. His researches brought to light a series of astounding scandals, particularly in the department of road-building. A most lavish programme was started, the contracts being handed out by Farmer Jim in the name of the State Executive on a fantastic scale. Thus it was shown that one company secured a contract to make 1,050 miles of highway for four million dollars. It built 427 miles, made a profit of a million, and when the facts had been exposed was made to return 600,000 dollars to the State Exchequer. It was further shown that road contracts to the tune of 20 million dollars had been given out on terms that represented a cost to the people of Texas some four times greater than was necessary. The exposure was astonishingly successful, and humiliating; and those who know anything of American politics will not surprised to learn that it made the political fortune of Mr. Dan Moody. Ma predicted that it would. It is he who takes over the Governorship from her this week.

Pardons for Bootleggers.

Ma Ferguson goes out in a blaze of excitement caused by the show er of pardons in which she has indulged. This was not a late development. She began pardoning early in her first year, convicted bootleggers being the special object of her tenderness. The point here is a little puzzling, for Ma is a Dry, and one of those Drys who contend that the offenders against Prohibition are all well-to-do. Indeed, she caused an uproar by offering a reward of $500 to anyone who could bring in a violator of the Volstead Law worth less than $5,000! Anyhow, the wholesale pardons have been Ma's speciality.

FASCISTS' BAN ON WOMEN.

NOT VIRILE ENOUGH FOR HIGHER TEACHING.

Rome.—It is part of the Minister of Instruction's new educational scheme to ensure that the rising generation of Fascists in the final years of their schooling are "animated by a strong and live virile sentiment" towards the great figures of human thought and action. It is calculated that such a virile outlook can best be developed under men teachers at that period of the scholar's life which immediately precedes his entry on his career at the university or in the outside world.

The result of his idea is the projected exclusion of women teachers from instructing classes in literature, philosophy and history in the higher schools and institutions.

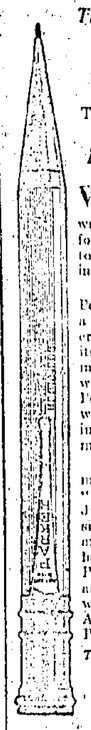
In such higher schools (lyseums) women may continue to teach languages, mathematics, physics, science, and economy, while in the lower grades of schools they may continue to teach all such subjects, including literature, history, and philosophy. They may also teach all these in the girls' higher lyceum schools.

Thus before long women will be excluded from the competitive examinations for the higher school posts which cover the subjects mentioned, but as it is not proposed to exercise such exclusion until the end of 1927 it is to be noted that for the present women teachers remain at their posts.

"Here's What I Call a Pencil"

Thousands are exclaiming this about the Parker Duofold Pencil

The match and counterpart of the classic *Parker Duofold Pen*



WE challenge you to come into our store, write with a Parker Duofold Pencil, and not want to walk out without one in your pocket.

For the Parker Duofold Pencil will fit your hand to a "T" you won't have to cramp your fingers to fit its Over-size Grip. This makes for easy, restful writing. (Parker Duofold Pens proved this to the world.) And there are other improvements which you must see to appreciate.

Parker Duofold Pencils may be had in three sizes—"Big Brother" Over-size, Junior Over-size, Lady size, in both rich Black and gold, or gold and lacquer-red. All have Parker's beauty, balance and jeweler-standards in workmanship and finish. All match the famous Parker Duofold Pens.

Try it at any good Stationer's.

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The Commercial Press, Ltd.
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Parker Duofold

Two Jewish rabbis have been elected members of the Hungarian Upper House—Dr. Immanuel Loew, of Szegedin, for the Reform element, and Dr. Koppel Reich, of Budapest, for the Orthodox section.

Of these railway accidents in 1926 in which passengers lost their lives, two (points out *The Railway Gazette*) occurred during the general strike, and could not have occurred under normal conditions.

DOLLAR DAY

AT

WHITEAWAYS

ON

MONDAY, FEBRUARY 28th.

WE ARE CONCLUDING OUR SALE ON MONDAY, FEBRUARY 28th with

A DOLLAR DAY.

We are making this the biggest DOLLAR DAY we have ever had and as well as our usual Dollar values we will include

THOUSANDS OF SPECIAL BARGAINS

FROM ALL DEPARTMENTS.

DO NOT MISS THESE WONDERFUL VALUES

Sale closes positively Monday, February 28th.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

7 oz.
and
15 oz.
Bottles.

WOMAN'S WORLD

It's
Nestle's
the
Best.

IN THE BEAUTY PARLOURS.

MAKE-UP MORE DISCREET.

"Make-up this winter is to be much more discreet." That is the dictum of those who live by preserving the beauty of others.

Powders are often specially mixed for each client to match her complexion—one for country use, one for evening use, and one for day-time in town. These powders are so fine that the skin does not look powdered at all.

Not the Obvious Kind of Lip Salve.

A new lip salve is set in a little coloured erinoid box, painted on top and about the size of the smallest possible pill box, and is a cream so fine that it is impossible to detect it on the mouth. The smear of coral or crimson is being relegated to the past.

"The eye pencil and eye black have a rival. Each eyelash is separately dyed the right shade. Even the plucked eyebrow is less plucked than usual!

Beauty Treatments that Soothe.

"We give beauty treatments that are also soothing to the nerves. In these days the beauty specialist who is not something of a psychologist, knowing intuitively when to talk and when to be silent, when to be sympathetic and when to brace people up, is a failure.

"A good beauty specialist not only does her own job, which is to cleanse the skin thoroughly, feed the tissues, tone up the muscles and tighten up the face, but she teaches the client how to keep her complexion good in the intervals. Many people come to the beauty parlour just because it does their nerves good."

To Prevent Escaping Powder.

The new powder box is almost flat and holds the most cunning pow er puff. This has a tiny pocket in which you put your pet powder, and which is secured by a deep flap and tab. The powder filters through the puff, a little at a time; this means that you can open the box anywhere and no tell-tale powders escapes.

ROYAL BAN ON SHINGLE.

COURT "DISGUISES".

The King does not like women to have their hair bobbed or shingled, and has a very firm aversion to the feminine Eton crop, says a writer in a Home paper.

There is, as yet, no definite ruling upon the subject, but it is well known among people about the Court that it is indiscreet for a lady to appear in the Royal circle with obviously short hair.

Shingled Society women, when going to Court, take pains to have their hair dressed in a manner which partly hides its shortness, and Court hairdressers are becoming expert at coiffure camouflage.

* * *

Last year when the official "dress regulations" were issued for women who were going to be presented at Court, it was announced that while shingled hair was permitted, the coiffure must be arranged in such a way as not to interfere with the correct adjustment of plumes and veil.

Owing to some slackness in certain instances in compliances with the spirit as well as the letter of the Royal wishes, it is anticipated in some quarters that there may be a tightening up of Court dress regulations this year.

* * *

Problem for Debutantes.

Debutantes-to-be, among whom there are a very large number of girls belonging to important families, are confronted by a real hair problem.

Some, whose hair is long, want to have it shingled, but hesitate about doing so because of uncertainty as to the precise "Court attitude" towards the matter. Some, who have been shingled while at school, do not know whether to keep their shingle or to make violent efforts "to get long hair quick."

In Court circles there are women with long and short hair, but it is significant that the majority of Royal ladies and those ladies who are the most intimate friends of Queen Mary still keep their hair long.

* * *

The only Royal lady in this country who has her hair shingled is Princess Arthur of Connaught, who adopted this form of hairdressing when Prince Arthur was Governor-General of South Africa.

Recently Princess Arthur allowed her hair to begin growing again, but apparently she changed her mind, and was reshingled a few weeks ago.

* * *

Duchess's Coiffure.

Neither the Duchess of York nor Princess Mary is shingled, although some little time ago the Duchess adopted a very close-to-the-head coiffure which gave many people the impression that she had become a victim to the craze. In fact the "Little Duchess" did begin to wonder about having her hair cut, but none of her Royal relations liked the idea of her pretty hair coming off, and before sailing for Australia she had almost forsaken the "looking-like-a-shingle" coiffure for a graceful Burne-Jones sort of "bun" at the back of the neck.

* * *

Of Queen Mary's ladies-in-waiting and attendants only a very small minority are shingled.

This is not because of any definite Royal rule, for an important Court official said yesterday the Queen has raised no particular objections when ladies of her staff have desired to be shingled.

Some of the most beautifully dressed heads of long hair in the country to-day are to be found among "the Queen's ladies," such as the Duchess of Devonshire, the Dowager Countess of Airlie, and Mary Countess of Minto.

Sports affairs in hand bags still cling to the large suede squares finished with a gilt frame. The latest editions favour stockinette linings. They are accompanied by waistbelts which reverse the order of the fabrics and are made of the stockinette, the suede being employed for a binding and eyelet molds.

PARIS APPROVES.

Taffeta increases in importance as the French designers reveal the sartorial surprises of their mid-winter collections. This model is typical—black taffeta combined with bands of rose taffeta and embroidered in black. The double-tiered skirt is of the length Paris approves for spring.

FASCINATING & GORGEOUS NEGLIGEES.

ILLUSTRATIONS WHICH ACCENTUATE SLIM LINES.

Illustrated to-day are three negligees as elaborate as dinner gowns.

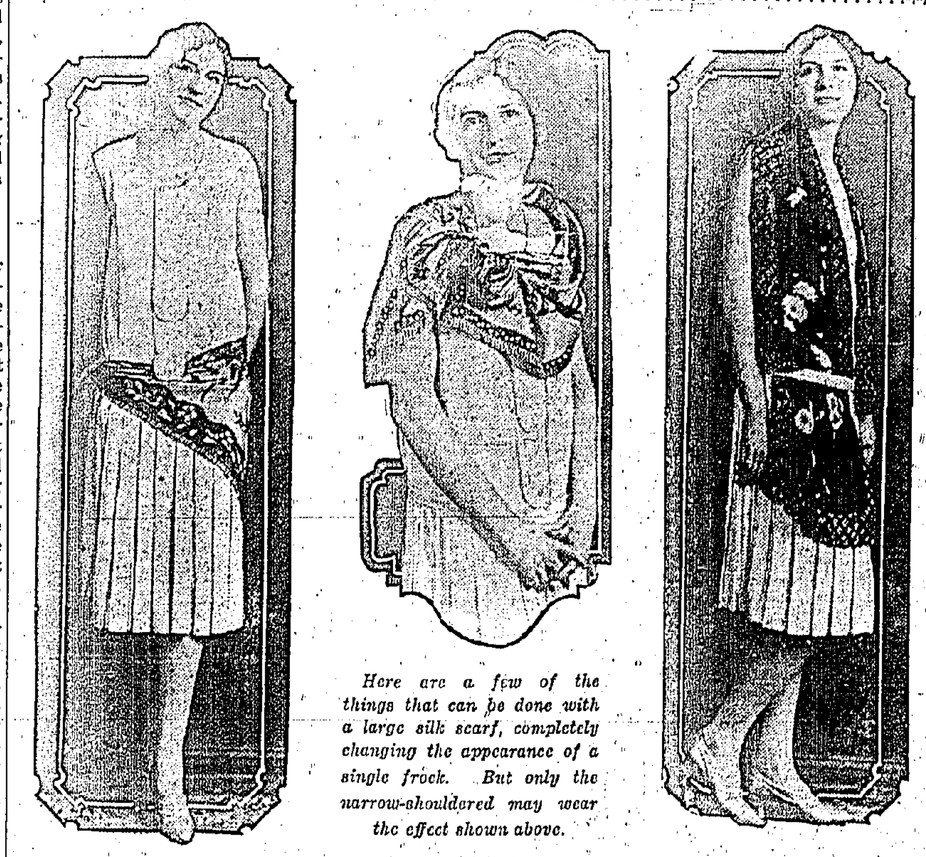
The model at the left is of turquoise blue metal cloth through which the gold threads gleam with a fascinating lustre. The medieval triangular sleeves that fall to the bottom of the negligee are bound with blue satin, and the closing is a tie of the blue.

Flesh-coloured crepe makes the model in the centre, and the embroidery is in self colours. The rolled collar and winged sleeves are of deep cream edged with embroidered bands of the pink crepe.

Exceedingly colourful is the third model which is a composition of crimson velvet, georgette and gold lace. The slip is of knife-pleated georgette worn over flesh-colour. On top of this is a mantle of crimson velvet made on the bias trimmed with a ruffle of gold lace and a narrow band of skunk fur. This overdress is pointed and may be worn in a train or draped to suit the fancy of the wearer.

CLEVER MANIPULATION OF SCARF.

ANY NUMBER OF EFFECTS CAN BE ACHIEVED.



Here are a few of the things that can be done with a large silk scarf, completely changing the appearance of a single frock. But only the narrow-shouldered may wear the effect shown above.

A PETAL CUSHION.

The smallest scraps of silk may be utilized for a petal cushion, and skillful sewing is not necessarily demanded of the one who undertakes to make it. Cut a paper pattern so as to have each petal exactly alike. A good size is 4 by 4 inches, a square piece, but the petals may be of any dimensions, according to the size of the silk piece. Fold the silk and pleat or gather all around the cut edges, drawing them close to form the stem end of the petal. Shape with the fingers when finished. Tack to a stout piece of canvas or muslin, lapping the petals so that the tip of one covers the stem end of the other. The petals may be sewn on in rows, hit or miss as to colour, or they may radiate from a centre flower in a skillfully shaded design. Different shades can be obtained by tinting white silk. This is particularly nice work for one who has much time at her disposal.

Leather bags are shown with a novel decorntion. This is in the form of leather-covered buttons, opening over the cases a modern woman wears on the outside rather than the inside of her handbag.

THE NEW COLOURS.

FOR THE SPRING WARDROBE.

Green is to be one of the favoured shades this spring, and it appears in any tint, from a deep jungle green to the lighter and brighter tones. For spring dresses it is shown with a distinctly yellow tinge.

Blue is also promised a vogue. All colours, from the light powder blue tones to the deep midnight shades (including royal and navy), will be worn. Red, which has been holding our attention for a season or two, is still to be seen sufficiently to make it noticeable, and it will be seen in lacquer in preference to quieter tones. Orange is also to be exploited, but chiefly in rich borders and in patterns; sometimes it verges so near to yellow that the orange effect is practically absent.

* * *

The Way With Stripes.

Contrasting colours in two or three tones are once again a designer's inspiration. This season we shall see jumpers with wide bands round the bottom accompanied with zigzag stripes, sleeves to match, and sometimes a little collar. The all-over striping has vanished. If anything, the combinations are more flamboyant than ever, such as flame united with royal blue, and red with two shades of blue and silver.

* * *

Tulle dance frocks in blossom tints will be counted smarter than anything else in a young girl's spring dance wardrobe. The favourite design is of shaded net, arranged in small flounces, both on the rather short-waisted corsage and on the full picture-type skirt. The only decoration is a trail of flowers, which, larger than most bouquets, perches just under the shoulder and hangs in loose stalks and buds to below the hem of the skirt.

Picture frocks, which are remarkable for their sophisticated plainness, are also much in demand. Young girls are choosing simple black velvet designs, usually made with tight bodices and uneven skirts. These frocks are cut in a deep V-shaped decolletage both at the back and front, with a magnificent posy on the shoulder.

* * *

Glittering Embroideries.

Contrasting bodices and skirts are so cleverly done as to be almost imperceptible. A light blue crepe design had a skirt just a shade deeper, while another design, heavily traced with gold, was fashioned with a pink bodice and a coral skirt.

No matter how complicated the material of the evening frock, there are always embroideries with paillettes, sequins and delicate crystal or gold traceries.

* * *

Jumpers with Horizontal Stripes.

The jumper, or the jumper-like top of a dress, remains tight round the hips, and is usually left to pouch. There is great liking for horizontal ornamentation to jumpers, the material either being striped itself or bands of fine tucks, galon, braid or the like being arranged immediately above and below the belt.

* * *

Buckles with Square-set Stones.

Belts are showing a tendency to be broader, and often they are of suede. The buckle grows daily more interesting. It may be an antique pearl and silver, or of tortoiseshell, beautiful enamel, and the like.

The newest idea is to have it of square-set stones to match the bracelets worn—a mode June follows in "Happy-Go-Lucky." Her pinky-red trimmed cyclamen jumper suit has a buckle of pinky-red stones, the exact shade of her wide bracelets.

The finish of the neck opening often follows the buckle fashion

THIS WEEK'S RECIPE.

WELSH RABBIT.

1 tablespoon butter, 1 teaspoon cornstarch, ½ cup milk, ½lb Kraft American cheese (rub through grater), ½ teaspoon each, salt, mustard and paprika, few grains cayenne pepper. Melt butter, add cornstarch and milk gradually, cook, stirring, until thick and smooth. Add cheese, and stir until it is melted. Season, and serve at once on crackers or toasted slices of bread.

THE ROYAL TOUR.

SOME LOVELY DRESSES.

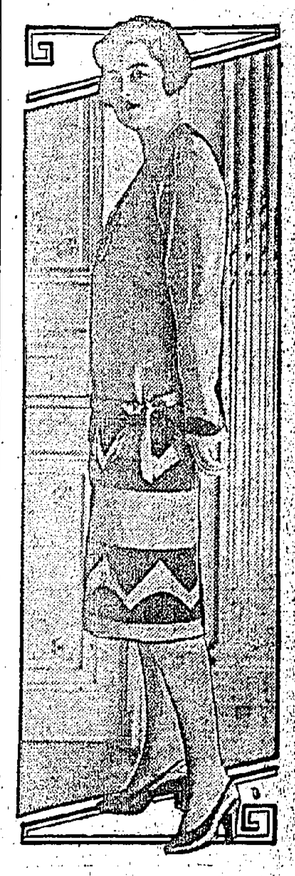
A lovely array of frocks lies packed away in the "Renown," says a writer in a Home journal, and the warship thus carries an unusual burden of charming feminine "chiffons," fashioned in those pastel shades which so perfectly suit the soft colouring of the Duchess. Delicate pinks, blues, champagnes, with a certain amount of white and black are the prevailing tones used for the large number of gowns which the length and importance of the tour have necessitated. They have been made almost entirely by Madame Handley-Seymour, who it will be remembered, was responsible for the Duchess's beautiful wedding dress and trousseau, and who has made dresses for her Royal Highness since her school days.

* * *

Exquisitely Simple.

As to styles, these for the most part display an exquisite simplicity. Many of the light georgette frocks for day wear carry charming little plain capes falling from the shoulder to the waist, and pleats and jumper effects are widely used. A robe de style or two have been included, cut on very moderate lines, and one charming evening dress of this description in black taffetas is made with a tight bodice and a full, gathered skirt scalloped at the hem and finished with a quaint little border of a leaf edging carried out in the same material. Another evening gown for more ceremonial occasions was cut, en Princesse, with a cross-over effect ending in soft hanging draperies falling from the left hip, the gown being embroidered all over in a richly coloured Oriental pattern, expressed entirely in sequins. A magnificent and regal bit of designing, and yet so beautifully simple at the same time.

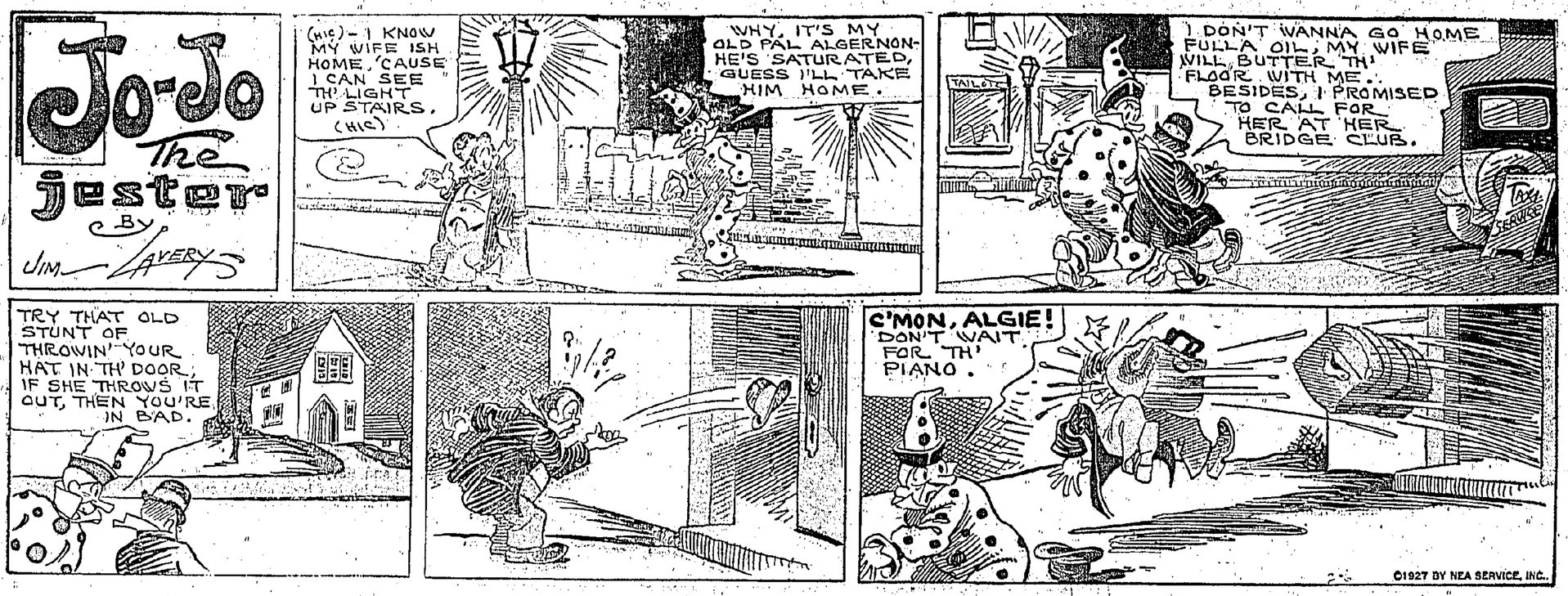
A SIMPLE FROCK.



A morning frock in brown and tan wool crepe, trimmed with fancy bands of velvet. The neckline is round and untrimmed.

Jo-Jo The Jester

By Jim Lavery



$ALESMAN $AM

THE WORLD of SPORT

NOVICES' BOXING.

SPORTING NAVAL BOUTS YESTERDAY.

The greatest feature of any novices' competition is the wholeheartedness of the contestants and this was fully exemplified at the Royal Naval Canteen Theatre last evening, when a programme of thirty fights provided real entertainment.

The men mixed things freely, knock-outs were fairly frequent, and no quarter was asked or given. Two or three of the competitors showed considerable promise, and the tournament may be the means of introducing a little new blood into the fistic circles of the Colony.

Commander Ratsey expressed the hope that similar competitions might become a regular feature of naval sport, stressing the point that they were far more important from the sporting view than the contests between experienced men at the City Hall.

The semi-finals and finals will be contested this evening, and it is probable that Admiral Boyle will present the prizes.

Lightweights.

Stoker Carr (Titania) beat O. S. Gentle (Dragon).
Stoker Hickey (Ambrose) beat Stoker Simmonds (Titania).
A. B. Spencer (Hermes) beat A. B. White (Hermes).
L. A. C. Davies (Hermes) beat A. B. Curtis (Hermes).
O. S. Williams (Dragon) beat Boy Lee (Danae).
A. B. Newstead (Hermes) beat Stoker Marshall (Hermes).
A. B. Neicho (Dragon) beat O. S. Gentle (Dragon).
Stoker Hickey (Ambrose) beat Stoker Carr (Titania).
L. A. C. Davies beat A. B. Spencer (Hermes).

Welterweights.

Stoker McKelvie (Titania) beat A. B. Brown (Iroquois).
A. B. Snell (Delhi) beat Stoker Marshall (Hermes).
Stoker Russell (Despatch) beat A. B. Gritt (Despatch).
O. S. Gibbs (Hermes) beat Boy Garrett (Delhi).
Stoker Russell (Despatch) beat A. B. Snell (Delhi).
Stoker Bryant (Hermes) beat O. S. Gibbs (Hermes).
Stoker McGuire (Despatch) beat A. B. Thompson (Delhi).
Stoker Harrison (Frobisher) beat O. S. Hall (Danae).
Sig. Bradley (Tamar) beat Stoker Petherick (Ambrose).

Middleweights.

Sig. Batson (Iroquois) beat O. S. Williams (Despatch).
O. S. Marchant (Danae) beat Boy Tel. Hinder (Despatch).
L. S. Foy (Marazion) beat L. S. Wilson (Ambrose).
A. B. Sutcliffe (Delhi) beat O. S. Croxtail (Delhi).
A. B. Hester (Keppel) beat Stoker Broderick (Despatch).
Ldg. Stoker Foy (Marazion) beat A. B. Sutcliffe (Delhi).

Featherweights.

A B. Platts (Titania) beat A. B. Wood (Bluebell).
O. S. Wright (Dragon) beat Stoker Harley (Hermes).
Boy McGuire (Dragon) beat O. S. Gates (Danae).
A. B. Friend (Titania) beat O. S. Dawton (Hermes).
A. B. Newstead (Hermes) beat A. B. Mitchell (Hermes).
O. S. Wakeling (Danae) beat Stoker Henderson (Despatch).
Boy Rowlands (Frobisher) beat Boy Salmon (Delhi).

V.R.C. MEETING.

PROVISION FOR NEW TROOPS' OFFICERS.

After a postponement from the previous week the annual meeting of the members of the Victoria Recreation Club took place in the club house yesterday evening, when Mr. W. Logan presided in the absence of the chairman, Rear-Admiral A. J. B. Stirling, who has left the Colony.

The chairman briefly commented upon the report, prior to which he asked the meeting to rise for a short period in memory of three members who died during the Club's year—the late Sir Paul Chater, the late Hon. Mr. P. H. Holyoak and the late Mr. Ho Fook.

Remarking upon the statement in the report that "due to the lack of enthusiasm among the more experienced oarsmen, it was not found practicable to hold a regatta" the chairman suggested that a pontoon be built similar to the one formerly used, for the launching of the boats.

Referring to the activities of the club, Mr. W. Logan said he thought the boxing tournaments should be re-commenced as they were not only a great attraction but a source of revenue for the club. The Balance sheet showed a loss of $581.

On the proposition of the chairman, the report and statement of accounts were adopted.

Mr. Logan announced that the Hon. W. T. Southorn had accepted the position of chairman of the Club.

It was suggested from the chair that with the arrival of the troops to the Colony a letter should be sent to the Commander in Chief informing him that both naval and military officers had the privilege of becoming members at a nominal fee.

The officers for the ensuing year were then elected as follows.—Secretary, Mr. C. J. Cooke; Hon. Treasurer, Mr. James Stewart; General Committee, Messrs. W. Logan, D. Lyon, T. Meek, A. McKirdy, W. Anderson, S. Silva-Netto, A. A. Alves, J. A. Lyon, and S. H. Garrod; Balloting Committee, Messrs. J. B. Milne, F. W. T. Ross, A. C. Groves, G. R. Razevet. H. Hyndman, B. J. de H. Moore, W. Ward, A. J. Edgar, S. A. Marcel and C. Bond.

CRICKET.

VOLUNTEER TEAMS FOR RACE WEEK.

The following teams will represent the H. K. V. D. C. in the undermentioned matches during Race Week, each match to commence as soon as possible after lunch which will be taken at 12 noon:

Monday, 28th February, v. Combined League, at H. K. C. C.—E. J. R. Mitchell (Capt.), A. C. I. Bowker, H. Owen Hughes, G. R. Vallack, W. Wooding, H. C. Burgess, J. R. Hinton, E. C. Fincher, A. W. Ramsey, J. C. Lyal and F. T. Orr.

Tuesday, 1st March, v. Army at Club de Recreio.—E. J. R. Mitchell (Capt.), H. C. Burgess, J. C. Lyal, A. W. Ramsey, G. R. Vallack, F. E. Lawrence, C. D. Wales, F. T. Orr, J. A. Summers, S. Jex and H. E. Standage.

Wednesday, 2nd March, v. Navy at H. K. C. C.—E. J. R. Mitchell (Capt.), G. R. Sayer, A. C. I. Bowker, H. Owen Hughes, A. W. Ramsey, J. C. Lyal, E. C. Fincher, G. R. Vallack, W. Wooding, F. E. Lawrence and J. R. Hinton.

Kowloon's First League Defeat.

The following are the full scores of the League match played on Thursday between the Kowloon C. C. and the K.O.S.B., the result of which was briefly given yesterday:

K. O. S. B.

Lt. Hankey, c Brace, b Lyal	5
Capt. Thorp, l.b.w., b Guest	29
Lt. Tregear, b Brace	5
Pte. Everest, b Guest	21
Capt. Dobbie, b Ramsay	1
Pte. Brown, c sub., b Lyal	7
Capt. Perfect, b Brace	27
Pte. Sturgess, c Ramsay, b Lyal	1
Pte. Stock, b Lyal	12
Lce.-Cpl. Crawley, b Brace	3
Hill, not out	9
Extras	7
Total	130

Bowling Analysis.

	O.	M.	R.	W.
Lyal	12.2	3	32	4
Brace	11	–	33	3
Ross	4	–	21	–
Guest	7	–	17	2
Ramsay	5	1	20	1

Kowloon C. C.

W. Brace, c Tregear, b Everest	26
J. C. Lyal, b Dobbie	9
W. Guest, c Brown, b Dobbie	0
A. W. Ramsay, c Brown, b Hankey	0
Capt. E. W. Morris, c Dobbie, b Hankey	36
W. Hyde, c and b Everest	3
S. Jex, c Skiggs, b Perfect	1
A. R. F. Raven, b Dobbie	3
H. Buxton, not out	4
N. H. Ross, b Dobbie	0
Extras	2
Total	84

[One man absent.]

Bowling Analysis.

	O.	M.	R.	W.
Dobbie	10.5	3	27	4
Everest	4	1	9	2
Hankey	10	2	30	2
Perfect	4	–	16	1

HOCKEY.

UNIVERSITY v. CLUB DE RECREIO.

In a hockey match played on Thursday evening on the University ground, the 'Varsity beat the Club de Recreio by two goals to one.

SQUASH RACQUETS.

BRITISH TEAM WINS IN AMERICA.

Cambridge, Mass., Feb. 25.

The All British squash racquets team defeated Harvard University by three matches to two.—*Reuter's American Service.*

ENGLISH SILVER RACE CUPS.

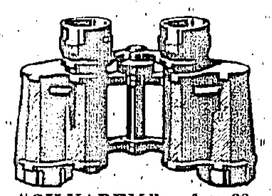
HALL MARKED ENGLISH SILVER RACE CUPS

MAPPIN and WEBB'S LATEST DESIGNS in RACE CUPS

ZEISS

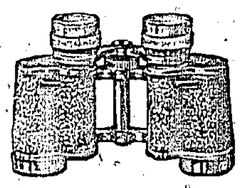
THE ONLY PRISMATIC BINOCULAR WORTH BUYING AND WHICH YOU WILL EVENTUALLY PURCHASE

CALL AND INSPECT our WIDE RANGE of CUPS at LOWEST POSSIBLE PRICES



"SILVAREM" 6 × 30
"DELTURISEM" 8 × 24
"DELTRINTEM" 8 × 30
"TURACTEM" 8 × 24

STOCKED IN ALL POWERS.



"DELACTIS" 8 × 40
"DELTURIS" 8 × 24
"TELEX" 8 × 40
"BINOCTAR" 7 × 50

LANE, CRAWFORD, LTD.
HONGKONG.

THE "PILGRIM-ROLLER."

NEW WAY OF TAKING A HOLIDAY.

Rome, January 19.—For the last eight months the population on the coast of Italy have been enlivened by the spectacle of two young travellers who, not content with the usual impedimenta of globe-trotters, have taken in tow a huge roller, which weighs some three hundredweight. It travels on rubber wheels swung on two horizontal hinges, and is pierced with two little windows. It can be used as a novel kind of Diogenes tub at night or in a storm, or, when the two friends get bored at pulling it along the coast they can use it as a boat, inducing it to take them out to sea for some fifty feet from the shore.

The architect of the "pilgrim-roller" is Vercellini, who was blinded *some years ago in a fac*tory accident. Milan is expected to give her two enterprising citizens a festive welcome on their arrival within her walls some time in April.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussmann, Paris.
Subscribed Capital .....Frs. 72,000,000.00
Paid Capital .....Frs. 68,400,000.00
Reserve Fund .....Frs. 59,567,238 54

BRANCHES:

BANGKOK	PAPEETE
BATTAMBANG	PEKING
CANTON	PNOM-PENH
DJIBOUTI	PONDICHERRY
FORT-BAYARD	SAIGON
HAIPHONG	SHANGHAI
HANKOW	SINGAPORE
HANOI	TIENTSIN
HONGKONG	TOURANE
MENGTZE	YUNNANFU
NOUMEA	

BANKERS:
In FRANCE:—Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bay; Societe General.
In LONDON:—The National Provincial and Union Bank of England, Ltd: Comptoir National d'Escompte de Paris, Credit Lyonnais.
In NEW YORK:—J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. LECOT,
Manager.

More than 3,000,000 and at times as much as 3,500,000 barrels of petroleum, for bunkering, is normally held at the port of New York. Eight of the larger oil companies have a storage capacity here of more than 4,000,000 barrels. These figures have been revealed as the result of a report prepared for the war department in Washington.

THE MERCANTILE BANK OF INDIA LIMITED.

15, Gracechurch Street, London, E.C. 3.
Authorised Capital £3,000,000
Subscribed Capital £2,550,000
Paid-Up Capital £1,650,000
Reserve Fund £1,650,000

BANKERS:
The Bank of England and Midland Bank, Limited.

BRANCHES:

Bangkok	Howrah	Penang
Batavia	Kandy	Port Louis
Bombay	Karachi	Rangoon
Calcutta	Kota Bharu	Shanghai
Colombo	Kuala Lumpur	Simla
Delhi	Madras	Singapore
Galle	Kuantan	Soumbaya
Hongkong	New York	

(Mauritius)

HONGKONG BRANCH:

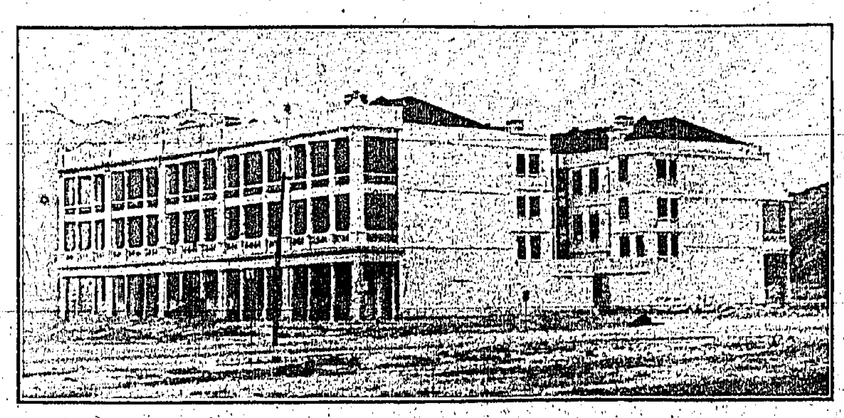
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annoum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES,
Manager.
5, Queen's Road Central.
Hongkong, April 17th, 1926.

One of the prizes in a Christmas lottery held at Funchal (Madeira) was a bracelet belonging to the Empress Zita. It was won by a *Madeira resident*, who gave two escudos (16 cents) for his ticket. The bracelet will be handed over to him accompanied by a paper bearing the Empress's signature.

DIOCESAN SCHOOL'S TEMPORARY HOME.



As the Diocesan Boys' School is to be taken over for use as a military hospital, it has been found necessary to secure other accommodation for the scholars. The above block of flats, situate at the far end of Nathan Road, Kowloon, is to be used for this purpose. (Photo-engraving by *S. C. M. Post*).

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $27,000,000
Reserve Liability of Proprietors ...$20,000,000

HEAD OFFICE: HONGKONG.
COURT OF DIRECTORS:—
Hon. Mr. D. G. M. Bernard, Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq., J. A. Plummer, Esq.
A. H. Compton, Esq. T. G. Weall, Esq.
W. L. Pattenden, Esq. H. P. White, Esq.
G. M. Young, Esq.
Chief Manager.
A. H. Barlow, Esq.
BRANCHES:—

AMOY	LONDON
BANGKOK	LYONS
BATAVIA	MALACCA
BOMBAY	MANILA
	MOUKDEN
CALCUTTA	NAGASAKI
CANTON	NEW YORK
CHEFOO	PEKING
COLOMBO	PENANG
DAIREN	RANGOON
FOOCHOW	SAIGON
HAIPHONG	SAN FRANCISCO
HAMBURG	SHANGHAI
HANKOW	SINGAPORE
HARBIN	SOURABAYA
HONGKEW	SUNGEI PATANI
ILOILO	TIENTSIN
IPOH	TOKYO
JOHORE	TSINGTAO
KOBE	YOKOHAMA
KUALA LUMPUR	

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926.

HONGKONG SAVING BANK.

The Business of the above Bank of conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG SHANGHAI BANKING CORPORATION.
A. H. BARLOW,
Chief Manager.

THE BANK OF CANTON, LIMITED.

Established 1912.
HEAD OFFICE: HONGKONG.
Authorized Capital (Hong Kong Currency) .....$11,000,000.
Paid-up Capital (Hong Kong Currency) .....6,604,200.
Reserve Fund (Hong Kong Currency) .....700,000.
BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
LONDON BANKERS:—
The Lloyd's Bank Limited.
Correspondents in all principal Cities of the World.
Foreign exchange and Banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from $5 to $40.
LOOK POON SHAN,
Chief Manager.
Hongkong, 18th February, 1927.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)
BANK.
Established 1824.
Authorized Capital Guilders 150,000,000 (£12,500,000)
Paid-up Capital Guilders .....80,000,000 (£ 6,666,670)
Reserve Fund Guilders .....20,530,861 (£ 1,711,405)
Special Reserves Guilders .....22,850,000 (£ 1,883,850)
HEAD OFFICE:—AMSTERDAM.
Eastern HEAD OFFICE:—BATAVIA.
BRANCHES:—Bandjermasin, Bandoeng, Bombay, Cheribon, Djokjakarta, Kobe, The Hague, Kota-Radja, Macassar, Medan, Padang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai Singapore, Soerbaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
O. STEENSTRA,
Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Voeux Road, Central, Hongkong.
Authorized Capital $10,000,000
Paid-up Capital .....$ 5,000,000
Reserve Fund (1926) .....$ 1,200,000
BRANCHES AND AGENCIES:—

Batavia	Melbourne	Shanghai
Bombay	Nagasaki	San Francisco
Calcutta	New York	Seattle
Canton	Osaka	Semarang
London	Saigon	Tokyo
Kobe	Rangoon	Tientsin
Kowloon	Penang	Taipeh
Honolulu	Peking	Sourabaya
Haiphong	Paris	Singapore
Manila		

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN TONG PO,
Chief Manager.
Hongkong, 22nd May, 1926.

THE YOKOHAMA SPECIE BANK, LIMITED.

(Established 1880.)
Capital (fully paid up) .....Y. 100,000,000
Reserve fund .....Y. 80,500,000
HEAD OFFICE:—YOKOHAMA.
Branches and Agencies at.

Batavia	Karachi	Saigon
Bombay	Kobe	San Francisco
Buenos Ayres	London	Shanghai
Calcutta	Lyons	Seattle
Canton	Los Angeles	Semarang
Changchun	Manila	Shimonoseki
Dairen	Mukden	Singapore
Fengtien	Nagasaki	Sydney
Hamburg	Newchang	Tientsin
Hankow	New York	Tokyo
Harbin	Osaka	Tsinanfu
Honolulu	Peking	Tsingtao
Kai Yuen	Rangoon	Vladivostok
	Rio de Janeiro	

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
C. ARIMA,
Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1853.)
HEAD OFFICE: LONDON.
Paid up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors ..£3,000,000
Agencies and Branches.

ALOR STAR (Malay States)	KUCHING
AMRITSAR	MADRAS
BANGKOK	MANILA
BATAVIA	MEDAN
BOMBAY	NEW YORK
CALCUTTA	PEKING
CANTON	PENANG
CAWNPORE	PESHAWAR
CEBU	PUKET
COLOMBO	RANGOON
DELHI	SAIGON
HAIPHONG	SEMARANG
HAMBURG	SEREMBAN
HANKOW	SHANGHAI
HONGKONG	SINGAPORE
ILOILO	SOURABAYA
IPOH	TAIPING (F.M.S.)
KARACHI	TAVOY
KLANG	TIENTSIN
KOBE	TOKYO
KUALA KANGSAR (Perak, F.M.S.)	TSINGTAO
KUALA LUMPUR	YOKOHAMA
	ZAMBOANGA (Philippine Is.)

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, 26th February, 1927.

THE NATIONAL CITY BANK OF NEW YORK.

Capital, Surplus and Undivided Profits ..... U.S.$140,000,000

Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

HEAD OFFICE: 55, Wall Street, New York.

Branches in:

ARGENTINE	ITALY
BELGIUM	JAPAN
BRAZIL	JAVA
CHILE	PANAMA
CHINA	PERU
CUBA	PORTO RICO
DOMINICAN REPUBLIC	STRAITS SETTLEMENTS
LONDON	URUGUAY
FRANCE	VENEZUELA
INDIA	

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco, Spain and the Philippine Islands.

G. HOGG,
Manager.
Hongkong, 7th January, 1927.

華南國工業中 BANQUE FRANCO-CHINOISE.

pour le Commerce et L'Industrie.

(Incorporated in France.)
5, Chater Road, Victoria, Hongkong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.
Capital .....Frs. 20,000,000
Reserves .....Frs. 11,160,000
Special Working Capital .....Frs. 50,000,000
BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Peking, Shanghai, Tientsin, Canton and Hongkong.
BANKERS:
France: Societe General, Banque National de Credit, Banque de Paris—et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.
A. ROLLIN,
Manager.
Hongkong, March 11th, 1926.

THE BANK OF CHINA.

SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 22ND OF NOVEMBER, 1917.
Authorized Capital $50,000,000.00
Paid-up Capital $18,278,008.80
Reserve Funds .....$ 9,629,425.34
HEAD OFFICE PEKING.
HONGKONG BRANCHES:
4, Queen's Road Central.
Branches and Sub-branches all over China and correspondents in Europe, America and other parts of world.
LONDON BANKERS:—
The National Provincial and Union Bank of England Limited.
The Guaranty Trust Company of New York.
NEW YORK BRANCHES:—
The Irving National Banks. The Equitable Trust Company of New York.
Interest allowed on Current Account and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSU YEE PEI.
Manager.

THE HO HONG BANK, LTD.

(Established 1917.)
CAPITAL.
Authorised Capital $20,000,000
Issued .....$ 8,000,000
Paid-Up .....$ 4,000,000
Reserve Liabilities of shareholders .....$ 4,000,000
Surplus .....$ 825,000
HEAD OFFICE:—SINGAPORE.
Branches, Agencies and Correspondent in the principal cities of the world.
Every description of Banking and Exchange business transacted.
KO LEUNG HON,
Manager.

QUICKEST TIME ACROSS THE PACIFIC
TO VICTORIA & VANCOUVER.

SAILINGS 1927.

STEAMERS	Hongkong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
EMPRESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPRESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPRESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPRESS OF CANADA	June 1	June 4	June 7	June 10	Jun. 19
EMPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPRESS OF ASIA	July 11	July 14	July 19	July 22	July 31
EMPRESS OF CANADA	Aug. 1	Aug. 4	Aug. 9	Aug. 12	Aug. 21

(E/Asia and E/Russia call Nagasaki day after departure from Shanghai.)

CONNECTING SAILINGS TO LIVERPOOL.

MONTROSE	April	9	MONTCALM	June	3
MONTCLARE	April	23	MONTROSE	June	24
MINNEDOSA	May	13	MONTCLARE	July	15

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.
EARLY APPLICATION FOR SPACE IS ADVISABLE.

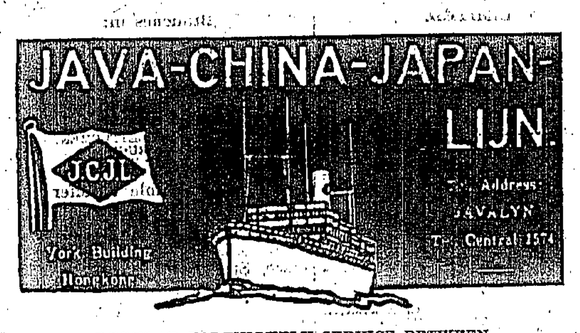
SPECIAL FARES TO EUROPE
£120 £112 £83

HONGKONG—MANILA SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
Feb. 27	Mar. 1	EMPRESS OF ASIA	Mar. 3	Mar. 5
Mar. 20	Mar. 22	EMPRESS OF CANADA	Mar. 24	Mar. 26

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C 752 Cables: "GACANPAC."
Freight and Express: Tel. C 42 Cables: "NAUTILUS."



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisalak	Java, Mcsr	27th Feb.	2nd Mar.	S'hai, N. China
Tjipondok	Japan	28th Feb.	1st Mar.	Batavia
Tjikini	N. China	2nd Mar.	4th Mar.	Batavia
Tjisaroea	Shanghai	7th Mar.	10th Mar.	Batavia
Tjikembang	Batavia	13th Mar.	15th Mar.	Shanghai
Tjitaroem	Java, Mcsr	15th Mar.	17th Mar.	Amoy, S'hai & North China
Tjimanoek	N. China	15th Mar.	18th Mar.	M'ksar, Java
Tjikarang	Batavia	27th Mar.	31st Mar.	Shanghai
Tjikembang	Shanghai	28th Mar.	31st Mar.	Batavia
Tjileboet	Java, Mcsr	29th Mar.	31st Mar.	Amoy, S'hai & North China
Tjisalak	N. China †	29th Mar.	1st Apr.	Batavia

†Via Macassar
*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.

LIGNES COMMERCIALES (Cargo-boats)
Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:

S.S. "D. P. BENOIT" ... ... 27th February.
S.S. "CAPT FAURE" ... ... 15th April.

S.S. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 26th February.

SERVICES CONTRACTUELS (Mail service)

Steamers	Sailings from Marseilles	Arr. at Hongkong & sailing for Shanghai & Japan	Sailings from Hongkong for Marseilles
ANGKOR .....B			1st Mar.
PORTHOS .....A			15th Mar.
PAUL LECAT ...A		2nd Mar.	29th Mar.
G. METZINGER A		16th Mar.	12th Apr.
AMAZONE .....B		30th Mar.	26th Apr.
CHENONCEAUX A	11th Mar.	12th Apr.	10th May.

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's attendance)

A class steamers: 1st class £99.00, 2nd class £70.00
B class steamers: 1st class £85.00, 2nd class £61.00

Through Tickets to London and leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice.)

For full particulars, apply to—
Cie. des MESSAGERIES MARITIMES
Telephone Central 740 3 Queen's Building
CONSIGNATION — TRANSIT | REPRESENTATION.

DOLLAR STEAMSHIP LINE
AND
AMERICAN MAIL LINE
(Admiral Oriental Line)

JOINT TRANS-PACIFIC SERVICE
A Regular Weekly Sailing
TO SAN FRANCISCO OR SEATTLE.
THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE AND YOKOHAMA.
"THE SUNSHINE BELT"

PRESIDENT JEFFERSON Tues., Mar. 1st 6.00 a.m.
PRESIDENT GRANT ... ... Tuesday, Mar. 15th
PRESIDENT MADISON ... ... Tuesday, Mar. 29th
PRESIDENT JACKSON ... ... Tuesday, Apr. 12th
PRESIDENT MACKINLEY ... Tuesday, Apr. 26th
Thereafter Fortnightly Sailings on Tuesdays.

HONGKONG TO EUROPE
SPECIAL LOW RATES
Via San Francisco or Seattle
£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES
Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.—Ask for information. Following are suggested itineraries:

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
Mar. 1	San Francisco	Majestic	Apr. 2	C'brg S'hmptn Apr. 8
Mar. 9	Seattle	Pres. Roosevelt	Apr. 6	P'mth-C'brg Apr. 13
Mar. 15	San Francisco	Olympic	Apr. 16	C'brg S'hmptn Apr. 22
Mar. 23	Seattle	Geo. Washington	Apr. 20	P'mth-C'brg Apr. 27
Mar. 29	San Francisco	Homeric	Apr. 30	C'brg S'hmptn May 6
Apr. 6	Seattle	Leviathan	Apr. 30	C'brg S'hmptn May 7
Apr. 12	San Francisco	Aquitania	May. 11	C'brg S'hmptn May 17
Apr. 20	Seattle	Majestic	May. 14	C'brg S'hmptn May 20

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.
"THE FAST SHORT ROUTE"

PRESIDENT LINCOLN ... ... Wednesday, Mar. 9th
PRESIDENT CLEVELAND ... ... Wednesday, Mar. 23rd
PRESIDENT PIERCE ... ... Wednesday, Apr. 6th
PRESIDENT TAFT ... ... Wednesday, Apr. 20th
PRESIDENT JEFFERSON ... ... Wednesday, May 4th
Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.
VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES,
Thence to BOSTON and NEW YORK.

PRESIDENT WILSON ... ... Tuesday, Mar. 1st 6.00 a.m.
PRESIDENT VAN BUREN ... Tuesday, Mar. 15th 8.00 a.m.
PRESIDENT HAYES ... ... Tuesday, Mar. 29th 6.00 a.m.
PRESIDENT POLK ... ... Tuesday, Apr. 12th 8.00 a.m.
PRESIDENT ADAMS ... ... Tuesday, Apr. 26th 8.00 a.m.
Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT WILSON ... ... Tuesday, Mar. 1st 6.00 a.m.
PRESIDENT LINCOLN ... ... Tuesday, Mar. 1st 4.00 p.m.
PRESIDENT GRANT ... ... Monday, Mar. 7th 6.00 p.m.
PRESIDENT VAN BUREN... ... Tuesday, Mar. 15th 8.00 a.m.
PRESIDENT CLEVELAND ... Tuesday, Mar. 15th 6.00 p.m.

For Passenger and Freight Rates apply to
ROBERT DOLLAR CO.
GENERAL AGENTS.
HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
Telephones Central 2477 2478 & 795.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TIENTSIN	Waisbing	Tues. 1st Mar at 7 a.m.
TSINGTAU Swatow & S'hai	Hopsang	Wed. 2nd Mar at 7 a.m.
SINGAPORE	Chaksang	Wed. 2nd Mar at 3 p.m.
CANTON	Fausang	Fri. 4th Mar at 11 a.m.
TSINGTAU Swatow & S'hai	Kwongsang	Sun. 6th Mar at 7 a.m.
TIENTSIN	Choongshing	Tues. 8th Mar at noon.
SANDAKAN	Mausang	Tues. 8th Mar at 1 p.m.
STRAITS & Calcutta	Laisang	Tues. 8th Mar at 3 p.m.
TSINGTAU Swatow & S'hai	Yatshing	Wed. 9th Mar at 7 a.m.
OSAKA via Moji, Yokohama & Kobe	Kumsang	Wed. 16th Mar at 7 a.m.
STRAITS & Calcutta	Hosang	Thurs. 17th Mar at 3 p.m.
SANDAKAN	Hinsang	Satur. 19th Mar at noon
TIENTSIN	Chipshing	Sun. 20th Mar at 7 a.m.
OSAKA via Kobe & Moji	Kutsang	Wed. 23rd Mar at 7 a.m.

For freight or passage apply to—
JARDINE, MATHESON & CO., LTD.
Telephone 215. Central General Managers

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 31st March.
Passenger Service.
S.S. "CITY OF CALCUTTA" Marseilles, London, Havre & H'burg ... 15th March.
FARES: First Class to MARSEILLES £66; to LONDON £72.
Second Class to MARSEILLES £47; to LONDON £49 10s.

AUSTRALIA ..... AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and *vice versa*.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF BRISTOL" ... ... via Suez Canal ... ... 5th March.

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON & NEW YORK ..... AMERICAN & ORIENTAL LINE
M.V. "LARCHBANK" ... ... via Suez Canal ... ... 22nd March.
M.V. "FORRESBANK" ... ... via Suez Canal ... ... 25th May.
MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... ... From Hongkong ... ... 20th April.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—
Telephone.....Central 4791. THE BANK LINE, LTD.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND ELECTRIC WELDERS.
MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED,

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF SILL (H.W.O.S.T.) 34 FT. 6 INS.
—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS.—"TAIKOODOCK" HONGKONG.
TELEPHONE NO. 212.
CALL FLAG: "G" OVER "ABC. PENNANT."
BUTTERFIELD & SWIRE, Agents
HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.
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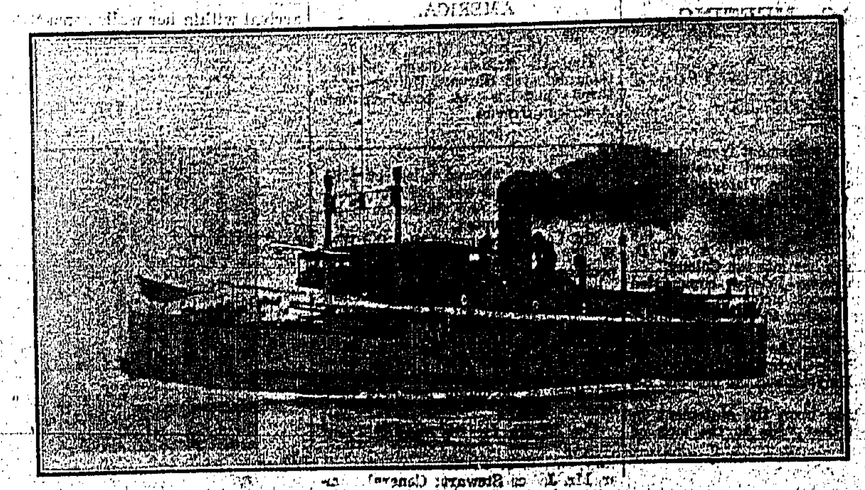

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	Tons	From Hongkong (about)	Destination
NELLORE	6,853	2 Mar. noon.	S'pore P'ang C'bo & B'bay
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KASHGAR	9,005	12th Mar.	M'les, L'don & A'werp
NAGPORE	5,283	14th Mar.	S'gon, M'les, L'don A'werp Hamburg & Rotterdor
NYANZA	7,023	16th Mar.	S'pore, P'ang C'bo & B'bay
MONGOLIA	16,504	19th Mar.	Marseilles, London & Hull

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SHIRALA	7,841	8th March.	S'pore, Penang & Calcutta
GAMBHIR	5,257	18th March.	S'pore, Penang & Calcutta
TAKADA	6,949	24th March.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,956	4th March.	Manila, Sandakan, Thurs. Island, Townsville, B'bane. Sydney and Melbourne.
ST. ALBANS	4,500	1st April.	
ARAFURA	6,000	29th April.	

*Calls at Kolambugan.

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GAMBHIRA	5,257	1 Mar. 7.30 a.m.	Moji, Kobe, Osaka & Yoko
MACEDONIA	11,120	4th Mar.	S'hai, Moji & Kobe
TAKADA	6,947	6th Mar.	Kobe
ST. ALBANS	4,500	8th Mar.	Moji, Kobe, Osaka & Yoko

All dates are approximate and subject to alteration without notice.

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CHANGTE	8th April	18th April
TAIPING	10th May	17th May
CHANGTE	11th June	18th June

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Motor Vessel "GLENGARRY"	6th April.
Motor Vessel "GLENLUCE"	4th May.
Motor Vessel "GLENBEG"	1st June.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

	Due Hongkong.
Motor Vessel "GLENAPP"	5th March.
Motor Vessel "GLENLUCE"	22nd March.
Steamship "CARMARTHENSHIRE"	31st March.
Motor Vessel "GLENBEG"	14th April.
Motor Vessel "GLENTARA"	1st May.

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S.S. "ATREUS"	via Suez Canal 25th Mar.
S.S. "TEUCER"	via Suez Canal 8th Apr.

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FROM MACAO 8 A.M. and 2 P.M. daily. (Sunday: 3.30 P.M. only.)

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On Sunday 27th February s.s. "SUI AN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M.

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*SIBERIA MARU (Calls Keelung) Sunday, 6th Mar. 10 a.m.
TAIYO MARU ... ... Tuesday, 22nd Mar. at noon.
TENYO MARU ... ... Monday, 4th April.
*Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los, Angles Mexico & Panama

GINYO MARU ... . Saturday, 26th Feb. at noon.
ANYO MARU ... ... Tuesday, 3rd May.

MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.

HAKUSAN MARU ... Saturday, 26th Feb. at 11 a.m.
KITANO MARU ... ... Saturday, 12th Mar. 11 a.m.
HARUNA MARU ... ... Saturday, 26th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd Mar. at 11 a.m.
AKI MARU ... ... Wednesday, 20th April.

NEW YORK and/or **BOSTON** via **PANAMA.**

TAKETOYO MARU ... ... Saturday, 12th Mar.
MAYEBASHI MARU ... ... Saturday, 26th Mar.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOHASHI MARU (Calls Saigon) Friday, 11th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town.

HAKATA MARU ... ... Wednesday, 23rd Mar.

BOMBAY via Singapore & Colombo.

TOKUSHIMA MARU ... ... Monday, 28th Feb.
HANKOW MARU ... ... Thursday, 3rd Mar.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU ... ... Wednesday, 2nd Mar.

RANGOON via Singapore & Penang.

YAMAGATA MARU ... ... Monday, 7th Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... ... Saturday, 19th Mar.

SHANGHAI, KOBE & YOKOHAMA.

MALACCA MARU ... ... Tuesday, 1st Mar.
TAMBA MARU ... ... Tuesday, 1st Mar.
TOYOOKA MARU ... ... Wednesday, 2nd Mar.
KATORI MARU ... ... Monday, 7th Mar.
ATSUTA MARU ... ... Tuesday, 22nd Mar.

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M.V. "ESQUILINO"	Sails on or about 31st March.
S.S. "VENEZIA"	Sails on or about 28th April.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "VIMINALE"	Sails on or about 10th March.
M.V. "REMO"	Sails on or about 5th April.

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S.S. "UMZUMBI"	Sails from Calcutta 31st March.

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"ADRASTUS"	22nd Mar.	Marseilles, London, R'dam & H'burg
"ANTENOR"	6th Apr.	Marseilles, London, R'dam & Glasgow
"RHEXENOR"	19th Apr.	Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"PHILOCTETES"	23rd Mar.	Havre, Liverpool & Glasgow
"NINGCHOW"	15th Apr.	Genoa, Havre & Liverpool
"KEEMUN"	20th May.	Genoa, Havre & Liverpool
"YANGTSZE"	20th June.	Genoa, Havre & Liverpool

PACIFIC SERVICE

via KOBE & YOKOHAMA

"PROTESILAUS"	25th Feb.	Victoria, Vancouver & Seattle
"TALTHYBIUS"	19th Mar.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

"ATREUS"	25th Mar.	New York, Boston & Baltimore
"TEUCER"	8th Apr.	New York, Boston & Baltimore

PASSENGER SERVICE

"PATROCLUS"	9th Mar.	Singapore, Marseilles & London
"ANTENOR"	6th April.	Singapore, Marseilles & London
"HECTOR"	4th May.	Singapore, Marseilles & London
"AENEAS"	31st May.	Singapore, Marseilles & London

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M.V. "DELHI"	8th April.
M.V. "SUMATRA"	8th May.
M.V. "AGRA"	8th June.

For Shanghai & Japan ports.

M.V. "DELHI"	5th March.
M.V. "SUMATRA"	31st March.
M.V. "AGRA"	30th April.

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S.S. OOSTKERK	20th March.
S.S. OUDERKERK	17th April.

Arrivals From Europe.

S.S. OUDERKERK	8th March.
S.S. SALABANGKA	5th April.

All steamers have a limited accommodation for passengers.

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SNATCHER SENTENCED.

CHINESE WOMAN ROBBED.

Pleading guilty to a charge of larceny from the person of a Chinese married woman of a gold bangle valued at $40, a street coolie was sentenced to six months' hard labour with 20 strokes of the birch, by Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon. The defendant pleaded guilty to the charge.

Sergeant Kennedy said that the complainant who resided at 146 Portland Street, had gone to Dundas Street to purchase some vegetables on Saturday last and on returning, she was stopped by the defendant and another man at the junction of Dundas and Portland Streets.

Her bangle was snatched from her by the man not in custody, while the defendant knocked her down. Both men then ran away. A seaman of the Water Police Station saw the incident and chased the defendant, who ran into a scavenging lane at the rear of Orient Buildings.

A Shantung constable who joined in the chase, went into the lane and noticed that of all the doors leading into houses, only one of them was slightly ajar, the others being locked. He walked into the yard of this house and found the defendant hiding under the staircase.

The other man was not arrested nor had the bangle been recovered.

PROPERTY SALE.

TAI WO STREET LOT SOLD.

Property situated in Tai Wo Street was put up at the China Auction Rooms yesterday by Mr. E. V. M. R. de Sousa and with a fair attendance, the deal was quickly concluded at slightly less than 20 per square foot.

The property put up was the Remaining Portion of Inland Lot No. 431 and the Remaining Portion of Marine Lot No. 117, together with the buildings thereon known as Nos. 14, 16, 18, 20 and 28 Tai Wo Street, held for periods of 999 years from 1855. Lot 431 has an area of 34,22 square feet at an annual Crown Rental of $50.02 and Lot 117 an area of 852 square feet, at an annual Crown Rental of $14.20.

Opening at $50,000 with bids of $1,000 acceptable, raises were prompt up to $71,000, at which sum the sale was concluded in the favour of Mr. Wong Kwai-ching.

SEAPLANE CRASH.

HERMES MACHINE DAMAGED.

One of the seaplanes from H.M.S. Hermes crashed in the harbour yesterday afternoon, slightly injuring the pilot and doing some damage to the machine.

The plane was stunting in the neighbourhood of Wanchai about three o'clock in the afternoon, when apparently something went wrong and the machine came heading down into the water near H.M.S. Veteran. The pilot sustained slight injuries and the seaplane was damaged, necessitating it being towed back to the Hermes by a naval boat a short time afterwards.

The pilot was I. R. Grant, 403 Flight. He was appointed to H. M. S. Hermes in June 1925. As he fell into the water he struck his head on the wind shield but his injuries were slight.

AMERICA'S NAVY.

CONSTRUCTION OF THREE NEW CRUISERS.

Washington, Feb. 25.

The House of Representatives, reversing its previous attitude in over-riding President Coolidge's budget recommendations, supported by the Senate's action in voting funds to construct three light cruisers, has adopted a motion to provide $450,000 to start work on the vessels.—*Reuter's American Service.*

TARIFF LAW.

PRESIDENT'S AUTHORITY UPHELD.

Washington, Feb. 25.

The much-debated "flexible provisions" tariff law, whereunder the President is empowered to raise or lower the tariff rates within certain limits, was upheld as constitutional by the court of Customs appeals. The case will probably be carried to the Supreme Court.—*Reuter's American Service.*

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Tiffin ... 1.00 p.m.— 2 p.m. $1.00 " "
Dinner ... 7.30 p.m.— 9 p.m. $1.25 " "
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TIENTSIN STATUS.

RECENT RATEPAYERS MEETING.

THE POSITION EXPLAINED.

An extraordinary general meeting of the Electors of the British Municipal Area, in Tientsin was held on the 11th instant, the business being to consider the situation, in so far as it may affect the future administration of the British Municipal Area, in view of the pronouncement made by H. M. Secretary of State for Foreign Affairs in his speech at Birmingham, as reported under date of 29th January, 1927.

There was a large attendance of both ratepayers and the general public, the former being admitted by ticket to seats in the centre of the hall.

Sir James Jamieson (H.B.M.'s Consul-General) presided, and with him at the Council table were the Chairman of the Council (Mr. P. C. Young), and other members.

New Proposals.

Mr. Young referred to the text of the British proposals communicated to the Chinese authorities at Peking and Hankow on January 27th and read Clause VI which was as follows: "His Majesty's Governement are prepared to discuss and enter into arrangements, according to particular circumstances at each Port concerned, for the modification of the Municipal Administration of British Concessions, so as to bring them into line with the administration of Special Chinese Administrations set up in former Concessions, or for their amalgamation with former Concessions now under Chinese control, or for the transfer of police control of the Concession areas to the Chinese authorities."

Independent Advice.

Mr. Young explained that the Council felt that they were debarred from taking any action, as a Council, in view of the fact that British, American and Chinese were represented on the Council, but the British community generally felt it perfectly proper for them to tender advice to their own Government representative, the Consul-General. That is what they proposed to do. In the Council's view it rested with the Chinese ratepayers to make their own arrangements together for tendering their views to their own Government representatives and equally with any other nationality representatives must be made through the proper official channels for that nationality.

Situation Explained.

Dealing with the present status of the Concession, Mr. Young pointed out that the British Concesion was originally allotted or acquired by the British Government by agreement with the Chinese Government as a place particularly set apart for the residence of British merchants. He continued:—It was natural that with such a place the regulations in regard to it should show some discrimination in favour of British subjects and you are aware that the regulations as they now stand do discriminate. The Council for example, according to the regulations must be disproportionately British. The British electors have an easier qualification as electors than do Chinese citizens. It may be partly due to this that there has been a very considerable apathy displayed by our Chinese ratepayers in connection with municipal government generally and in connection with the philanthropic and educational endeavour which are associated with the municipality. It has, however, been your Council's policy for some time past, and long before we were aware of what was in the mind of the Secretary of State, to remove as far as it could all disabilities resting against Chinese citizens in this area. During the past year we have had the benefit of the services on the Council of two Chinese ratepayers and I am sure all my foreign colleagues will agree with me when I say their services have proved of the utmost value to the Council and therefore to you as ratepayers. It has been our hope that in the forthcoming year we might have a third Chinese councillor. Again it has been the policy of the Council to throw open all the public parks over which it has control to the Chinese as well as to foreign ratepayers.

Hospitals and Schools.

Continuing, Mr. Young said:—In the matter of hospitals and schools, you are all aware of how our Victoria Nursing Home and Tientsin Grammar School came originally into being. The money was subscribed for both these institutions by private British residents and they were under private control long before they came under the control of the municipality. Lately, however, the Chinese ratepayers have shown themselves interested in this matter of hospitals and schools and it is hoped that arrangements may shortly be satisfactorily settled which will place precisely similar facilities at the disposal of both Chinese and foreign ratepayers in the matter of hospitals and education. Notwithstanding this announcement your Council proposal to pursue without deviation the policy which they had previously adopted. We propose to go on with all these arrangements just as if there had been no announcement whatever in the newspapers and we hope at the forthcoming ratepayers' meeting to be able to put definite and concrete proposals before you.

No Fears.

In the course of further remarks, Mr. Young said he knew enough of the ratepayers, if the eventual settlement in Tientsin was that the control of the municipal government is placed in their hands without distinction of nationality, to feel that there was nothing whatever to fear from the proposals the British Government has put forward. He added:—"You can do yourselves no greater dis-service than by making out by your expressions and attitude that something dreadful is to be contemplated. You are shouting at any rate before you are hurt and in my opinion you never will be hurt."

Eventually, on the motion of Mr. Allen, seconded by Mr. Dyott, a vote of full confidence in the Council was unanimously passed.

In reply to a question the Chairman of the Council mentioned that there were the five British members of the Council on that Committee to tender advice to the Consul-General, and he thought they would be quite sure that the Committee would be fully informed on all Municipal matters, and that it would see that the interests of no British subjects in this Area would be neglected.

SHANTUNG TROOPS.

TO ATTACK HANKOW.

Shanghai, Feb. 25.

Chan Tsung-chang's troops continue to arrive in Shanghai and are expected to reach eight thousand to-night, besides a number from Tsingtao who are coming aboard sixteen ships—the "Northern Battle Squadron," which are expected shortly, one manned by White Russians. It is reported the squadron is going to Hankow to co-operate in the Fengtien operations against the Southerners by bombarding Hankow.

The majority of Wu Pei-fu's subordinates are reported to have gone over to the Nationalists, and to be giving the Fengtien troops who are advancing through Honan some trouble; but the latest reliable reports are that the Fengtien advance is progressing strongly towards the objective, Hankow.—*Reuter.*

SEAPLANE CRASH.

DISASTER IN TUNIS.

Bizerta, Feb. 25.

A naval seaplane, cruising thirty miles off the coast, fell into the sea aflame, with five occupants. A gunboat rushed to the rescue and found one injured man clinging to the plane wings, whilst the others were discovered dead with the wreck.—*Reuter.*

SAVINGS BANK.

CHINESE POST OFFICE REPORT.

The report on the Chinese Post Office Savings Bank for the year 1925, now issued, states:

The period under review represents the seventh working year since the inauguration of the Post Office Savings Bank, and, it will be seen from the various figures of the report, the progress made in previous years has been fully maintained in the present year.

Deposits—in big dollars—during 1925 amounted to $7,669,238.65—an increase of 30 per cent. over 1924, and withdrawals to $6,123,697.07—an increase of 18 per cent. over 1924, while the amount due to depositors grew from $4,650,680.38 to $6,465,148.72—an increase of 39 per cent. over 1924. The number of depositors increased from 32,458 to 42,222.

Kwangtung small coin currency deposits have also increased, the figures being $1,369,440.12, as against $1,361,603.21 in 1924, while the amount withdrawn was $1,277,524.16, as compared with $1,044,410.65 in 1924; the total amount due to depositors at the end of the year was $1,602,472.89, as against $1,455,910.48 in 1924—an increase of $146,562.41—or 10 per cent. The number of depositors (in small coin currency) increased from 8,607 to 9,543.

During the year one Savings Bank was opened and one closed, the number of Offices open at the end of the year thus remaining at 340.

EXCHANGE RATES.

London, Feb. 25.

Paris	123.95
Brussels	34.88
Amsterdam	12.11⅝
Berlin	20.46
Copenhagen	18.20
Vienna	34.44½
Helsingfors	192¾
Lisbon	2 17/32
Rio	5⅞
Bombay	1/5 31/32
Hongkong	2/0⅝
New York	4.85⅛
Geneva	25.22
Milan	110⅞
Stockholm	18.18
Oslo	18.73
Prague	163¾
Madrid	28.20
Athens	375½
Buenos Aires	47.7/32
Shanghai	2/7¼
Yokohama	2/0.7/32
Silver (spot)	26.9/16
Silver (forward)	26⅝

—*British Wireless.*

The health bulletin for Eastern ports, issued by the Principal Civil Medical Officer, for the week ending February 19, contains the following cases.—Plague, Bombay 2, Rangoon 5, Sourabaia 1, Saigon 1, Colombo 3; Cholera, Bombay 1, Calcutta 35, Bangkok 6, Rangoon 12; Small-pox, Bombay 35, Calcutta 208, Rangoon 16, Vizagapatam 3, Bangkok 3, Vladivostok 10.

Mexico City.—Hundreds of dogs, burros, mules, cats and other strays, recently attended a great animals feast given by the National Human Society of the day before execution of the animals by order of the health authorities.

Senor A. T. Ishkanian, president of the society, was in the United States when he heard of the death order. He hurried to Mexico, called a meeting of the members of the organization and raised a large sum with which to buy meat, milk, bread and forage. Stray cats and dogs were caught in the streets and carried in motor vans to the scene of the picnic. Burros and mules were herded to the party.

The spread of rabies among the dogs and the sale of the meat of stray burros and mules by unscrupulous butchers caused the issuance of the death order.

Entertainments.

QUEEN'S
TO-DAY ONLY.
GLORIA SWANSON
IN
"WAGES OF VIRTUE"

WORLD
TO-DAY ONLY.
RAMON NAVARRO
in
"THE MIDSHIPMAN"

STAR
HAROLD LLOYD
in
"THE FRESHMAN"
5.15 to 8.45 and at 9.20

£10,000,000 SEA HUNT.

QUEST OF TREASURE.

With reference to the proposed undersea quest for treasure sunk at the Battle of Navarino in 1827, or other salvage in Hellenic waters, the Greek Legation states that guarantees from contractors will be in drachmae at the current rate of exchange—375 to 385 drachmae to the £.

Thus, the deposit required by the Greek State will be about £260 (100,000 drachmae), and the letter of guarantee for due execution of the clauses will provide for about £1,350 (500,000 drachmae).

It is estimated that £10,000,000 was sunk at Navarino alone.

Tenders are invited, the Greek State's minimum royalty being fixed at 33 per cent.

The Wisconsin State reformatory is not a place of punishment but a place where youths are "corrected and morally remodelled," and welcome to all the fun they get out of life there, according to officials of the institution. So they have flooded the baseball diamond to provide an acre and a half skating ring, which the boys enjoy for a 90-minute period each day. Skates have been purchased out of the school athletic fund, raised by candy sales.

THE GAOL SUBSTITUTE.

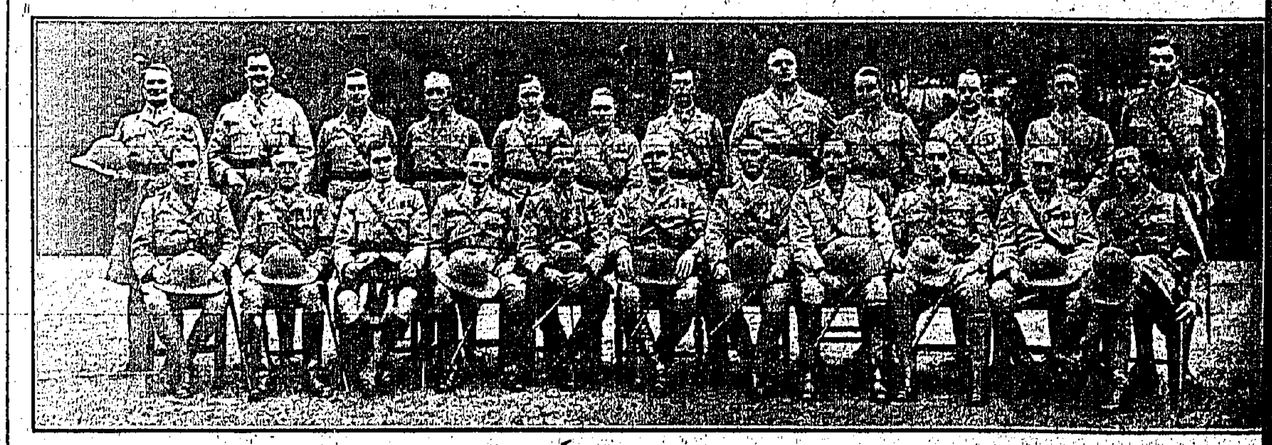
A HUNGARIAN COMEDY.

Budapest, January 18.—A tragi-comedy of slum life which seems to demand illustrations by Mr. George Belcher occurred the other day in Budapest.

A certain Mrs. Riesmajer was sentenced to two months' imprisonment for selling adulterated milk, and on returning to set her house in order before going to prison complained bitterly of her friend and neighbour, Mrs. Balog. Some time after Mrs. Riesmajer's discharge from prison it turned out that the term of imprisonment had been served, not by Mrs. Riesmajer, but by Mrs. Balog. Thereupon Mrs. Riesmajer and Mrs. Balog were charged with contempt of court, falsification of documents, and incitement, and (Mrs. Balog having meanwhile disappeared) Mrs. Riesmajer was sentenced anew to four months' imprisonment.

When the case came before a higher court, however, it was discovered that during the Communist rule Mrs. Riesmajer had hidden Mrs. Balog from the Red soldiers and secretly provided her with food, and that the term had been served by Mrs. Balog out of gratitude for this act of friendship; so Mrs. Riesmajer was dismissed with a fine of two millions (£6).

OFFICERS OF THE HONGKONG VOLUNTEER DEFENCE CORPS.



The above photograph, taken this week, shows the present officers of the Hongkong Volunteer Defence Corps. In the centre, seated, is Lieut.-Col. L. G. Bird, D.S.O., the Commandant, on whose right is seen the Corps' new Adjutant, Major R. A. Wolfe-Murray. (Photo: Ming Yuen; photo-engraving by *S. C. M. Post*).